

ATLANTIC FISHERMAN

VOL. XX Registered U. S. Patent Office NO. 10
NOVEMBER, 1939



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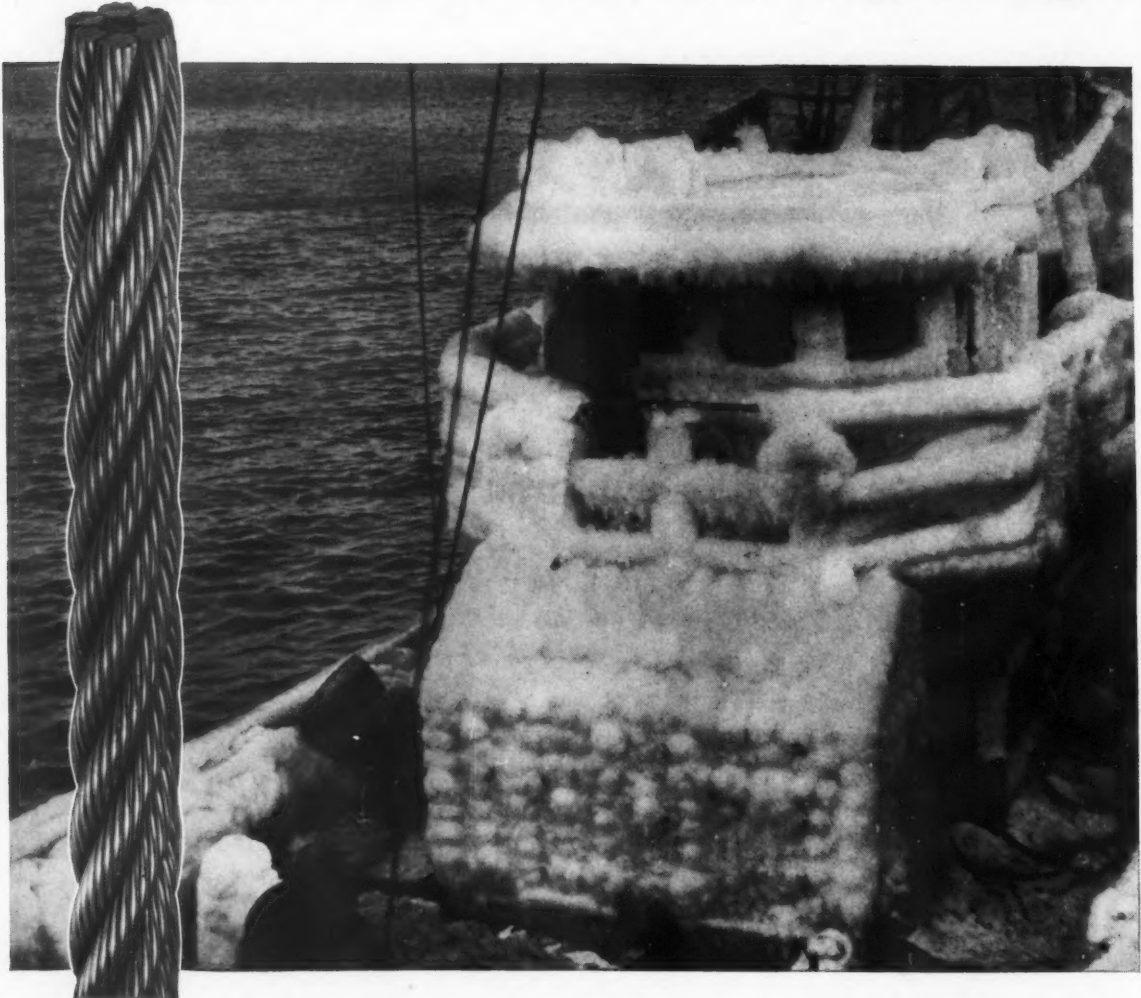
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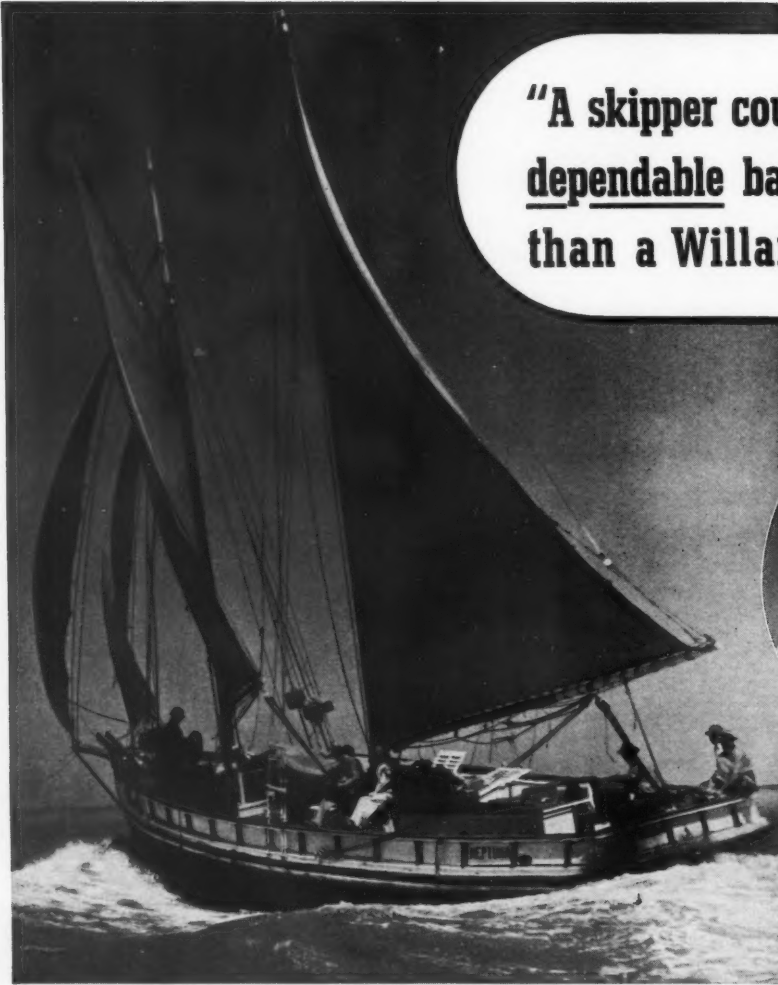
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NEPTUNA of the snapper-fishing fleet in the Western Gulf of Mexico was designed and built by her owners—Gustaf T. Nelson and his two sons, G. T. Nelson, Jr. and C. H. Nelson, all of Corpus Christi, Texas. This 55 ft. schooner uses a 24 volt set of Willard Marine Batteries. Above, her skipper, Capt. Leon Davis, is shown "shooting the sun."

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ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

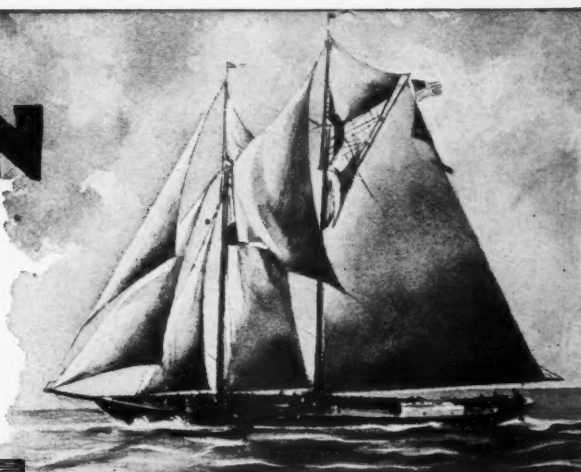
P. G. LAMSON, *Publisher and Editor*

GARDNER LAMSON, *Field Editor*

10 cents a copy \$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XX

NOVEMBER 1939

NO. 7

Control of Fisheries Beyond Three Miles

A Guest Editorial by Edward W. Allen,
Chairman, International Fisheries Commission

THE Pacific Northwest has attained world-wide recognition from the fact that there a successful system was initiated by two independent nations for the conservation of a deep sea fishery. Now it appears probable that the threatened disruption of this system may in turn give birth to new conceptions of international law.

In the 17th century, the English and Dutch engaged in a series of wars largely due to contentions over their respective rights in the North Sea. Out of these controversies gradually evolved the theory that each maritime nation was entitled to a strip of water along its shores (sometimes referred to as marginal, sometimes as territorial waters) as wide as it could defend from the shore, which in the case of England and some other countries became arbitrarily fixed as three miles. Fishing rivalry had been directly or indirectly involved in these English-Dutch wars. However, deep sea fisheries were believed to be inexhaustible, so that in the evolution of the rule as to territorial waters there was no serious thought of its effect upon the permanency or destruction of such fisheries.

There has never been a universal recognition of a fixed width for territorial waters, nor has there been any general understanding that a nation has no special rights beyond the limit of its territorial waters. Nevertheless, text writers of the great naval nations treat this rule as if it were universally recognized and absolutely immutable. In the application of this principle such text writers have indicated that a nation has no right whatever to regulate any fishery (except as to its own people and vessels) beyond the limits of its territorial waters regardless of the effect that unregulated fishing may have upon the fishery within the territorial limits.

Different fisheries have had greatly variant international backgrounds. Many nations, some bordering, some nearby, have engaged in the North Sea fisheries from the beginning of their commercial development. Other important North Atlantic fisheries were developed upon an international scale prior to the settlement of the adjacent shore as in the case of banks off Newfoundland, or where the shore population was sparse and incapable of successfully defending the banks against outsiders, as in the case of Iceland. On the North Pacific Coast, on the other hand, the commercial fisheries followed instead of preceded settlement. They originated with the two nations which owned the entire shore line. They have been wholly developed, over-fished, conserved and restored out to the edge of the continental shelf by these nations, and have been exclusively en-

gaged in by the people and vessels of these two nations without interference until the recent Japanese invasion.

Contrary to the ancient belief that all deep sea fisheries were inexhaustible, it has been demonstrated that over-fishing can deplete halibut banks commercially, and that such banks are of limited extent and number. The fishermen of the Northwest coast engaged in over-fishing so aggressively that they began finding their efforts unprofitable. They appealed for help to their respective governments which in 1924 responded by creating the International Fisheries Commission consisting of two commissioners from each country. An investigation was conducted upon strictly scientific and factual lines as a result of which recommendations were made for the joint regulation of the fishery. By a new treaty of 1930 the same Commission was granted the power of regulation. This grant was unique in international history in that it extended to the regulation of the fishermen and vessels of both countries both within and without their territorial waters.

Such remarkable success has characterized the Commission's conservation program that the quantity of fish upon these North Pacific banks has practically doubled and they now afford the finest halibut fishing anywhere in the world.

An analogous situation occurs with reference to salmon of the North Pacific Coast. These fish spawn in streams and lakes, go to sea, and return to the streams or lakes of their birth in from two to five years, there to spawn and die. The salmon canning industry in Canada and the United States is normally conducted from shore plants, and the fishing is generally done within the three mile limit. In both countries over-fishing has threatened to bring about commercial depletion, but in each country rigid governmental restrictions have been imposed, and the fishery as a whole has been saved. It has been demonstrated, however, that in the Bristol Bay region of Alaska, a region famous for its high quality red salmon, these fish can be successfully caught ten, fifteen, and twenty-five miles from shore. Floating canneries from Japan have actually invaded the region. If they can operate successfully in Bristol Bay, there is no reason to believe that they cannot do so in other places.

Moreover, recognition of particular instances in which a nation's fishery interests extend beyond the three mile limit does not necessarily involve the abandonment of fishery rights of non-adjacent nations in off-shore fisheries in which they have actually been substantially engaged. And there may be situations where the preservations of a fishery can only be worked out by all nations involved.

Unusual Canned Seafoods Are of Many Varieties

By Norman D. Jarvis, Associate Technologist, Div.
of Fishery Industries, U. S. Bureau of Fisheries

THERE are some 160 species or groups of closely related species of domestic fish and other seafoods utilized regularly for food in the United States. Eight of these are canned on a large commercial scale while many others are packed in smaller quantities. The total production of the fish and seafood canning industry amounted to about 667,000,000 pounds in 1938, according to recent statistics. Salmon was the most important individual product, with 349,000,000 pounds packed in the United States and Alaska, or 52 percent of the total. Next in importance were sardines, tuna, mackerel, pet food, clam products, shrimp, and oysters, in the order named. These 8 commodities accounted for 651,000,000 pounds of the 1938 pack, or 98 percent of the total, while at least 35 other canned fishery commodities made up the remainder. If some of these many little-used products were better known, they would be in much wider demand, lessening the possibility of depletion of the more popular varieties.

Most of these lesser-known products are packed on a regional or local scale and are largely distributed within the locality. Many people who go to the Maine seacoast enjoy a local specialty, clam cakes, and wish that they might be obtained at their homes in other parts of the country. This is possible, for a small pack of clam cakes—a good quality product, too—is canned in Maine. The amount packed is limited because it is not widely advertised so that the demand is local with the exception of small shipments sent mostly to former Summer visitors at their homes in other parts of the country.

The Maine sardine is thought of as a good article selling in the lower price range; but, in addition to the standard pack, there are a number of Maine sardine specialty products which do not need to fear comparison with "fancy" imported sardine specialties. Only a few hundred cases of such specialties are prepared each year as the packing costs are much higher than those of the standard article and the canners cannot afford to prepare them in extensive, direct competition with the foreign product. Some of these are small selected sardines in spice-flavored oil, sardines fried in olive oil and packed in wine sauce, and sardines packed in butter with bay leaves and other spices. There is even an occasional pack of sardines in soya bean oil or mineral oil, for the benefit of the "health faddist".

New England fish chowder is a tempting dish when properly prepared at home, but this takes time and effort and the homemaker of today does not wish to have a chowder kettle simmering on the back of the stove for several hours. But now this is not necessary, for several New England packers prepare a very good canned fish chowder.

On the New England coast there are also prepared, in canned form, the old-fashioned New England codfish cake, more modern varieties of the fish cake, and Norwegian-style fish balls, which are eaten with relish by Americans of Scandinavian descent. All of these are excellent as hot appetizers for the cocktail hour. There are also fish flakes, the cooked meat of selected haddock, freed from skin and bone. Fish flakes may be used in a variety of ways, but the best is in a hot casserole dish with shrimp, mushrooms, and lobster, or crab, if desired. Then there is finnan haddie, a delicately flavored smoked fish which is ordinarily perishable. It is now canned and in this form will keep indefinitely, at the same time retaining its original flavor.

The greatest variety of canned fishery specialties is canned in New York City. First come eels, both smoked and "pickled" in jelly. Then there are canned pickled mussels and just plain canned mussels. The delicacy of the famous Guildhall dinner of the Lord Mayor of London, green turtle soup, is also canned in New York. Herring salad is thought of as a local, freshly prepared, delicatessen specialty, but it may be shipped any-

where in the country and is suggested to those who are looking for something unusual in hors d'oeuvres. It is a New York canned specialty product, one of a whole line of "delicatessen" packed in glass or tin. There are anchovies; antipasto; caviar (both "black" and "red"); smoked halibut; smoked boneless and skinned herring; bismark herring, rollmops, gaffelbiter, and other varieties of spiced herring; lobster in various prepared forms; spiced salmon; and other specialty commodities.

If we travel down the coast to the Chesapeake Bay district, we can find such fishery delicacies being canned as terrapin stew; then there are pastes for sandwich spreads or canapes, utilizing such seafoods as anchovy, lobster, salmon, sardine, shrimp, and tuna. Then there is cream of oyster soup; and cream of shrimp soup. There are even some soft shell crabs canned.

River herring roe is not a specialty commodity as it is packed in some quantity, but it is a neglected regional product from Maryland and Virginia. For the past several years the consumer has been paying an average of only 15 cents per pound can of herring roe. Herring roe has a delicate flavor with a texture that almost "melts in your mouth," but it just is not widely known, and the lowered purchasing power of the population of the Chesapeake Bay area in the last few years has affected the previously existing price and demand.

Most of the canned crab consumed in the United States is imported from Japan—an average of 11,000,000 pounds, which is equal to the total domestic production of both the canned and fresh-cooked product. That is because no extensive crab-canning industry has been developed in this country. However, nominal packs are produced in the South Atlantic and Pacific Coast States, and in Alaska. There are indications that with improved methods it may be possible to build up a more extensive crab-canning industry in the United States.

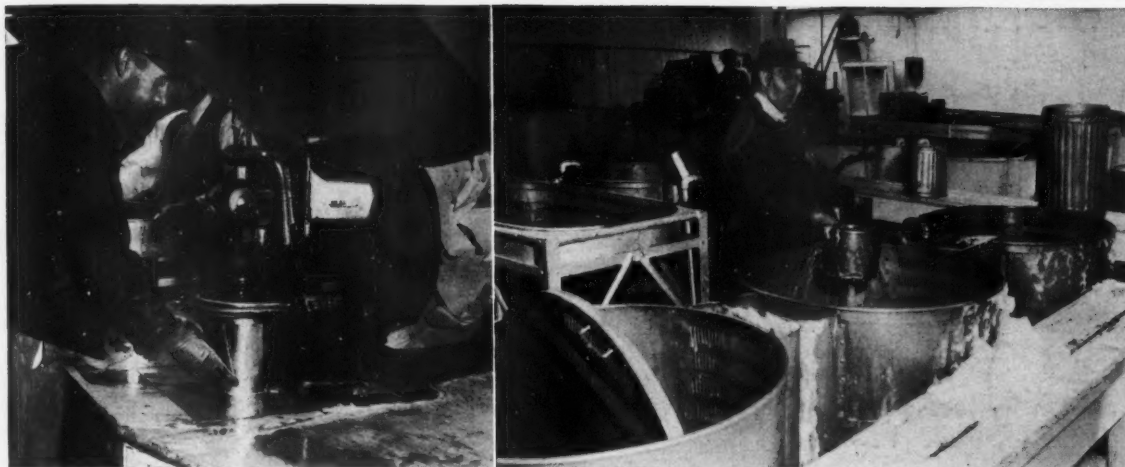
In the country around New Orleans the canned fish specialties are typical of the Creoles. There are crab gumbo; snapping turtle soup; crayfish bisque; frog legs or frog a la king; and "courtbouillon," that delicious Louisiana fish soup. Canned shrimp is packed with little green peppers, giving it a pungent, spicy taste; and there is "cocktail" shrimp.

The Pacific Coast is thought of as a mass production center for the canning of a few types of canned fishery products in quantity, but a variety of specialty products is prepared as well. First, there is salt codfish, vacuum sealed in tin cans, so that it does not scent up the store. It is a pleasure for the retailer to handle, and, according to packers and dealers, it retains flavor and appearance better than the old-fashioned article.

In Seattle a smoked salmon comparing favorably with the "lax" imported from Sweden is packed in little flat cans with olive oil. Seattle and several other points on the Pacific Coast offer a whole line of prepared, "ready to serve" seafood cocktails—clam, crab, shrimp, and oyster—packed in glass. The Pacific Northwest also offers bottled clam juice and a Jugoslav type of sandwich spread made from smoked salmon.

The Columbia River country is well known for its chinook salmon, but it is also the home of a new and unique specialty product—smoked oysters. A smoked oyster paste is also prepared as a sandwich spread. Canned smoked sturgeon is another local specialty.

California offers such novelties as mackerel, canned tuna style; tuna, flavored with garlic; creamed tuna; and "tonno" or tuna packed Italian style. Sardines are packed in several styles such as in spice sauce. The slithery and many-armed squid is canned in California in two styles—"natural" and in oil. Canned shad roe, packed on the Sacramento River of California, sells at fancy prices.



Left: Sealing a can of shucked oysters with an American Can Co. machine at the plant of Port Norris Oyster Co., Port Norris, N. J. Right: Skimming out shucked oysters from washing tanks, ready for packing. All the equipment used for washing and grading oysters is of Monel Metal.

Port Norris Oyster Co. Highly Efficient

ONE of the largest producers of oysters on the Atlantic Coast is the Port Norris Oyster Co., Inc., of Port Norris, New Jersey. Organized in November, 1927, the Company represented the consolidation of six oyster concerns in the vicinity of Port Norris. They included John T. McNaney, Neubay Oyster Co., Sanitary Oyster Co., Fogg & Stowman, Maurice River Oyster Co., and H. W. Sockwell Sons.

All of the present activities of the Port Norris Oyster Co. are carried on at one large plant with the exception of a branch house at Oxford, Md.

The Port Norris plant has undergone several improvements during the Company's history, until today it is a well equipped and conveniently arranged shucking and packing plant, geared for high speed production.

Conveyors for Unloading Boats

An unusual feature of the plant is its conveying equipment, which consists of 32-Link-Belt conveyors, ranging from 24 to 60 feet in length, each one operated by a separate motor. Unloading of oyster dredgers at the Company's dock is facilitated by two conveyor rigs which extend from the wharf to the storage bins in the plant. The wharf is protected by an extension of the main roof. With one end of each conveyor rig on the deck of a boat, 1500 bushels of oysters can be unloaded from two boats in one hour. The storage capacity of the plant for shell stock is 100,000 bushels. With the aid of the conveyor, oysters can be piled with ease, practically to the roof.

The shucking room, which is well lighted by sky-lights, has space for 296 shuckers. The packing room is furnished with up-to-date equipment. All of the skimmers, tanks, measures and dippers are of Monel metal. For packing oysters, American Can Co. cans are used, which are attractively lithographed with Coast-Pact brand name. Can sealing machinery, sup-

plied by American Can, includes a unit for pint cans which handles 47 cans per minute. All shucking and packing implements are thoroughly sterilized at least once a day with steam furnished by an 80 hp. boiler, which also provides heat.

For holding shucked oysters, previous to shipping, there is a large refrigerator which is insulated on all sides with pitch and cork. York refrigerating machinery is used. This refrigerator has a capacity for 10,000 gallons, and is held between 32½° and 33½° F.

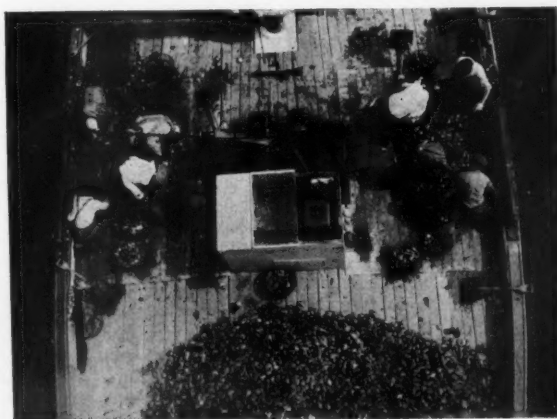
Handling of Shells

Conveyors play an important part in removing shells from the plant. The shells are taken from the shucking room to the outer part of the building in wheelbarrows. Here they are dumped on the first section of a multiple conveying unit, which can be moved to any part of the shell plot, and which piles the shells 60 feet high. When the shells are ready to be taken away, they are loaded on scows by means of conveyors. With a conveyor placed alongside of the pile, and a crew of shovelers filling the belt, 2800 bushels of shells can be loaded in an hour.

The bulk of the oyster shipments from the Port Norris Oyster Co. leave by truck, part of which go in the Company's fleet of six trucks. Regular shipments are made in this way to points as far distant as Colorado and Texas.

Although the Company owns no boats directly, it is assured of sufficient production through its twelve directors who operate approximately 65% of the oyster grounds in Delaware Bay area, and own from one to five boats each.

Officers of the Port Norris Oyster Co. are Ohlin Newcomb, President; Roy Yates, Vice President; and Josiah Newcomb, Treasurer, Lemuel B. Newcomb is Manager of the Oxford, Md., branch, which took over new quarters this year and employs 94 shuckers.



Sorting oysters which have just been dredged and dumped on the deck of the "Kathryn & Elma", Bivalve, N. J. Visible are the dredging equipment on either side and the winch in the center. The boat is 77' long and 22.5' wide with a 6.3' draft, owned by Stowman Bros. and powered by a 100 hp. Fairbanks-Morse Diesel.

Wisconsin Conservative Association Favors Larger Size Net Mesh

IN the Spring 1939 a new commercial fishermen's organization was formed in Wisconsin, and chose the name of Conservative Commercial Fishermen's Association. There had been, and still is, another organization with the same aims, bearing the name of Wisconsin Commercial Fishermen's Association, but it was felt that there was room for a second one, as the views of all members of the older association did not always jibe. The new organization chose Frank LeClair, of Two Rivers, as President, and Oliver Smith, Port Washington, Secretary.

On the question of the new order of the Wisconsin Public Service Commission, approved by Governor Heil, which covers the enlarging of the mesh of commercial fishing nets, the two fishermen's associations are at loggerheads.

In a recent interview, Secretary Smith of the Conservative Association sided with the Governor and the Commission as to size of mesh in nets, this ruling, of course, having to do mainly with commercial fishing on Lake Michigan within the Wisconsin area.

In discussing the new ruling, Mr. Smith stated that it was a long sought move toward conservation of fish, as it reduced the heavy takes of immature lake fish; and, if the ruling is strictly adhered to, it will mean putting commercial fishing back on its feet. "Fishermen in this district have had two years to mend their ways, as they received warning that the ruling would be put into effect in 1939, and no fisherman could say that he had not been given enough time to change his nets to comply with the coming ruling." On the other hand, some members of both the fishermen's associations feel that the new ruling puts too heavy a burden on fishermen, one stating that it may cost as high as \$2,000,000 to replace present nets with some of larger mesh.

Commercial Fishermen vs. Sport Fishermen

Secretary Ickes of the Department of the Interior, under whose administration the U. S. Bureau of Fisheries is now functioning, recently stepped into the fight between sport fishermen and commercial operators over the closing of Grand Traverse Bay on Lake Michigan to commercial fishing.

Secretary Ickes has ordered a study of conflicting claims to determine what steps, if any, should be taken to straighten out the matter.

Prohibit Sale of Sea Perch

A new law adopted in Wisconsin on August 18 prohibits the sale of rosefish as sea perch, a name under which they are sold from coast to coast. The rosefish has become very popular in the Middle West in the past three years, and selling under the name of sea perch has cut into the market of fresh water perch produced by Wisconsin commercial fishermen. In the future they will be sold only under the name of rosefish.

Fishermen Transplant Bass

Commercial fishermen operating shallow trap nets in the Northern end of Lake Michigan and Lake Huron annually transplant large quantities of small mouth black bass into inland waters of the State of Michigan. The bass taken alive in the trap nets are sorted out from the commercial species and are taken to the mainland and to various islands for transplanting in inland lakes. Several lakes on Beaver Island have been well stocked with bass taken by commercial operators. The transplanting work for this year was recently completed.

Oliver Allie

Oliver Allie, 80, member of one of the pioneer fishing families in Two Rivers and a veteran fisherman himself, died Oct. 13 in a Two Rivers hospital.

Jack J. Christman

Jack J. Christman, 47, general manager and part owner of the Wisconsin Fishing Co., Green Bay, died suddenly Oct. 10 in his home in that city. Mr. Christman was associated with the wholesale fish firm for 30 years.

Louisiana Launches Another Boat for Fishing Industry

ANOTHER big, new trawler was launched at the Klonaris Shipyards October 28. The boat, a 51-footer, is for Capt. B. John, of Patterson, and will be named the *Miss Patterson* in honor of the town.

The launching was attended by a number of friends of Capt. John, who skippered for Felice Golino of Patterson for some years, and of Mr. E. Klonaris, the builder. At this time the boat had its 100 hp. Caterpillar engine and other equipment installed.

The new trawler, which is of the Florida type, is another one of the fine boats built here by the Klonaris Shipyards this year, all of which are reported to have among the best records of shrimp hauls of the boats operating out of Morgan City. The *Miss Patterson* will draw five feet of water, and is 51 x 16 ft., with her pilot house having the oval shape distinctive of Klonaris boats.

Bureau of Fisheries Plans Seafood Market Service

A preliminary survey, with the view of establishing a market service for reporting production and movement of fishery products in the New Orleans area is now being carried on by the U. S. Bureau of Fisheries.

An office has already been opened in New Orleans, in charge of C. E. Peterson, of the Bureau, and H. E. Timmins, also from the Fisheries' Bureau, is organizing the news service.

The survey is being made to determine how complete a service can be organized with the funds available for the project. No date has been set for beginning the market news service.

Shrimp

September's catch of shrimp reported at Morgan City showed a decline of almost 3,500 barrels under the catch in August, with some 6,973 barrels brought in during September by boats.

Oysters

Oysters, in the first "r" month, started off slowly, with 806 barrels reported out of here during September, but a much better showing is looked for in October.

The first week and a half of October showed a pickup in the catch, it is said, with fair amounts of mixed shrimp, canning and shipping, available, and some boats bringing in nice catches. Among the best heard of was a 60-barrel haul made by Capt. Fred Mickler, who skippered Ted Andersons' Gulf trawler.

Canning factories were operating more steadily, with the improved run of mixed shrimp furnishing them better supplies and a general pickup is expected to continue if weather and other conditions hold.

"St. Mary" Gets New Engine

Plenty of power will be found in Capt. Malry F. Allen's trawler, *St. Mary*, when the new Diesel engine is installed. The boat, which is a 50-footer, will have a 120 hp. Caterpillar, which will rank her among the most powerful in the fleet operating out of Morgan City.

Adopt New Oyster Container

Adoption of a standard cardboard container to replace the tin container now used by oyster wholesalers has been announced by Joseph M. Jurisich, chairman of the oyster section of the New Orleans Association of Commerce's seafood committee.

Dr. Cassius L. Clay chief analyst of the State Board of Health, after a conference with Mr. Jurisich, said the law requiring shucked oysters to be sold in non-returnable containers would be strictly enforced. Conviction for a violation of the law, he said, carries with it a fine of not more than \$1,000 or imprisonment for not more than a year.

Maryland Oyster Business Shows Increase in Crisfield

By Edward Bowdoin

IN line with business upturn in other sections of the country, Crisfield's oyster industry gives promise of being the best this season the city has enjoyed for some time. If October can be used as a gauge of what is to come, the demand for Crisfield oysters will keep up with if not exceed the supply, especially during the Thanksgiving and Christmas holidays.

Changing methods of distribution operate in favor of some of the larger concerns that have trucks on the road delivering the shucked oysters. Crisfield trucks run to Texas and drop off shipments at many points between. Trucks also run as far West as Denver, Colorado, selling and delivering hundreds of gallons of oysters enroute.

But even those concerns which do not operate their own delivery system are finding a fair volume of orders coming in to them, to be shipped by express or by some of the established trucking lines.

Maryland Oyster Season Underway

The dredging season for oysters opened in the Maryland waters of the Chesapeake Bay on November 1st. It was then that the oyster season 1939-40 really opened. Every packing house in Maryland then opened for business and from then until the Christmas holidays are over the shucking houses will operate from early in the morning until late at night. Oysters in the shell have brought higher prices than they did last year. The packers are complaining that the shucked stock has not advanced in proportion to what they have to pay for oysters in the shell. It is expected that more oysters will be handled this season than last as the State Conservation Commission has opened up several closed areas in the upper part of the Bay for dredging which have been closed for several years.

Turpin Appointed Assistant State Auditor

Governor Herbert O'Connor of Maryland has appointed J. R. E. Turpin of Centerville, Md., assistant State Auditor for oyster and seafood auditing. The duties of this position are



The Alabama Oyster Commission's inspection boat "Vera Quinn" of Mobile, Ala. She is 42' x 12' x 3' 6" and powered by a Superior MRA-6 Diesel with a 2-1 reduction gear, and equipped with a 28 x 24 Hyde propeller.

considered most important. They comprise the inspection check-up of returns from packing houses. Returns and taxes by packers to the Conservation Commission are based upon the auditing of this official.

Soft Crab Season Over

The soft crab season ended on November 1st. The last of the season was good, crabs were plentiful and the catchers made good money until it ended. The crabmeat packing continues to be an all-the-year-around industry.

Seafood Meeting Held in Crisfield

Members of the Maryland State Conservation Commission met with the packers, catchers, and runboat captains on Thursday, October 19th, in Crisfield and Deals Island. Approximately three hundred were present. A large delegation came from Smiths Island. Edwin Warfield, Chairman of the State Conservation Commission, presided.

The Commissioners asked for co-operation of watermen in conservation measures, particularly stressing the cull law, declaring that the law must be strictly enforced for protection of the industry. They also pointed out that any possible reverses occurring this year would result in betterment of the industry in the years to come. The Commission also agreed to open certain seed areas in the upper bay to dredgers to help overcome any possible reverses during strict enforcement of the cull law. Mr. Warfield said all were putting their shoulders together to work for the betterment of the oyster industry. Capt. William Wallace Evans, retired waterman of Smiths Island, said he believed watermen were with the Commission 100 percent.

Coulbourn Remodeling Plant

N. R. Coulbourn & Co. are enlarging and remoulding their seafood plant in Crisfield. When completed they will have one of the largest and most up-to-date packing houses in the State. Everything to improve the efficiency and sanitation of the plant will be installed.

New Technological Laboratory

Improvement of existing methods and the design of new methods of canning, smoking and freezing fishery products for use as human food, research into vitamin, protein and mineral content of fish and shellfish, will be included in the expansion of scientific studies to be made at the new technological laboratory to be erected on the campus of the University of Maryland, at College Park, Md., by the United States Bureau of Fisheries. The new laboratory will be constructed at a cost of \$100,000. The new building will house units of the laboratory which was moved to College Park two years ago from Gloucester, Mass., and other Fisheries Bureau divisions.



Maine Sea and Shore Fisheries Commissioner Arthur R. Greenleaf explaining the anatomy of a huge 24-pound lobster to officials of the South American republic of Columbia, who were in Boothbay Harbor recently studying the Maine system of lobster hatching and rearing in order to check the decline of their spiny lobster supply. Left to right: Augusto Tona de la E., Commercial Attache to the Columbian Embassy; Tomas Borreo, Columbian fisheries expert; Greenleaf and Thomas Dorr, Supt. of the Federal hatchery.

Virginia Sees Improvement In York River Oyster Yield

IT is estimated that up to date, the oyster industry in the York River this Fall has produced 50,000 bushels for the one month of operations, putting about \$25,000 into the pockets of oyster operators in the York River area. The demand is good, and oystermen proclaim the season the best they have experienced in years.

All reports indicate that the oysters are finer in flavor and fatter than they have been for many years.

Commissioner of Fisheries G. Walter Mapp said he was delighted by the news that York River oystermen were again making good money in the river, but added that neither the Marine Biological Laboratory at Yorktown, nor the Commission of Fisheries has any very definite information concerning the cause of the improvement in this year's crop.

Oysters Bringing Larger Income This Season

Returning from a two-day inspection tour of the Potomac, the Piankatank, and the Rappahannock, Commissioner of Fisheries G. Walter Mapp reported that the current oyster season in Virginia is bringing many watermen a larger income than they have earned in many years.

Peak of the current season, which opened October 1, will come at Thanksgiving. The demand will be prolonged this year, watermen hope, because of the two Thanksgivings, some States observing November 23 and others November 30.

Oystermen Protest Low Price of James River Seed

James River oystermen met with Commissioner G. Walter Mapp this week in Newport News to protest the price of 15c a bushel which they have been receiving for seed oysters and to urge the Commissioner to try to raise the price. Nearly 100 watermen attended the meeting, the majority of them from Gloucester. Oystermen protested that the low price which they received for their catch did not justify thorough culling and careful measuring of their oysters.

Mapp told the watermen he would insist on a fair enforcement of the cull and measure law, and at the same time would continue his efforts to have buyers agree on a price of at least 20 cents per bushel for James River seed.

Investigates Screw Borer

The menace of the screw borer in the Rappahannock River has been investigated by Charles L. Thompson, Field Supervisor of the Commission of Fisheries.

The borer is prevalent in the river to a depth of eight feet. Oyster rocks in the lower part of the river, where patent tongs have been permitted, are better off than those in the upper part of the river, where patent tongs have been forbidden and the pest has been unmolested.

After the borer has inhabited an oyster rock for a few years it multiplies to such numbers that it has power to completely destroy the oysters. The thinner the oyster shell, the quicker the borer gets through and kills the bivalve.

The borer, apparently having a desire for salt, works the deep water rocks and then gradually moves toward the shore, destroying oyster rocks as it goes. The parasite can drill through an oyster two inches in size in as little as two days.

State Seafood Officials Meet

The first steps towards an informal compact to co-operate and standardize regulations in the seafood producing States of Virginia, Maryland, and North Carolina were made at a joint conference of fisheries commissioners of the three States October 24 in Newport News.

The seafood officials agreed that much could be gained by uniformity of regulations governing size of fish, oysters and crabs and by a co-operative program of hatchery operations. They will meet soon in Richmond, Baltimore, or Washington to discuss with experts of the United States Bureau of Fisheries a long-range program for the restoration and conservation of the resources of the three States.

Fingerling Shad Released from Hatcheries

Eighty-five thousand fingerling shad, bright little silver fish three inches long, were released on October 13 from the U. S. Bureau of Fisheries holding pond at Harrisonville on the Chickahominy River, and are now on their merry way to the Atlantic Ocean.

The fingerlings are nearly the last to be released of the 40,000,000 shad reared by the Bureau and the Virginia Commission of Fisheries under the shad-conservation program which began last Spring. Majority of the fish were freed last Spring as young fry with yolk-sacs still attached.

An additional output of 50,000 young shad of four to five inches is expected soon from the federal hatchery at Fort Belvoir, Virginia, with which the Commission of Fisheries has also co-operated.

Production of shad on the Eastern seaboard of the United States has fallen off 80 percent during the past half-century, and the decline has had a marked economic effect in Virginia and other states where shad is one of the most important fishery resources. The Virginia Commission, with the aid of the Federal Bureau, is attempting to replenish Virginia waters with the species.

Virginia Fish Shipped in Refrigerated Containers

The first shipment of Virginia seafood to be shipped inland by means of the Chesapeake and Ohio's new Zimmerman Refrigerator Containers went last week to Louisville, Kentucky. The shipment was 2,000 pounds of choice filets of fish.

The refrigeration service was arranged by W. L. Grubbs, supervisor of refrigeration for the C. & O., and costs the shipper nothing for the containers or the icing. Shippers pay the ordinary freight rate only and may ship in less than carload lots.

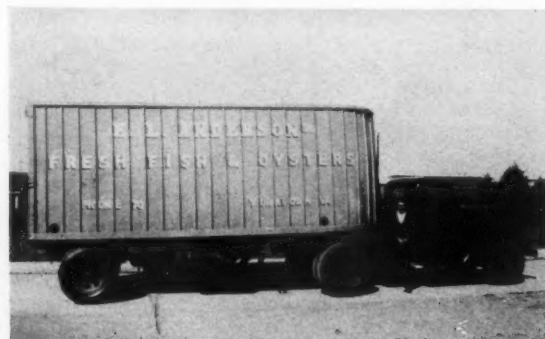
Ask Commission to Help Tag Rockfish

The Commission of Fisheries will assist Dr. Robert A. Nesbit, in charge of Middle Atlantic Fishery Investigations of the U. S. Bureau of Fisheries, in tagging rockfish in Virginia waters during this month. The Commission will provide the patrol boat *Kellam*, under Captain Will Allen, in which experts of the Federal Bureau will patrol Hampton Roads, buying rockfish from fishermen and tagging them on their gills. The Federal Bureau will redeem tags recovered from the captured fish at one dollar (\$1.00) per tag.

The purpose of the experiment is to chart the migrations of the fish and measure the intensity of fishing operations.

Fisheries Exhibit May Be Shown at Lynchburg and Roanoke

After scoring a hit at three Virginia Fairs this Fall, the Commission of Fisheries' fisheries exhibit may be sent to Lynchburg the first week in November and to Roanoke the first week in December as part of the Commission's program to promote seafood consumption in up-country Virginia.



One of a fleet of trucks operated by E. L. Anderson, Inc., Yorktown, Va., wholesale dealers in oysters and fish, employing 80 to 100, and operating 4 run boats and 7 trucks. They also have a fish house at Washington, D. C., and have been in business over 30 years.

Maine

Fall and Winter Clam Season Opens

THE opening of the Fall and Winter clam digging season, during which many thousands of bushels will either be canned or shipped to a nation-wide market in the fresh state, is once more calling to attention the necessity of an entirely new set-up in digging regulations. Sea and Shore Fisheries Commissioner Greenleaf declares that too many local laws are hampering the industry.

Factories are particularly anxious to make a big pack this year, but are handicapped by the lack of raw material. Local laws prevent diggers of other towns from operating, with stagnation of the flats and a shortage in the supply resulting.

The two-inch law will be strictly enforced as a conservation measure. Under this provision, it is illegal to take clams that measure less than two inches in the longest diameter with a 15 percent leeway per batch set-up.

Greenleaf said that the industry at present will employ around 1500 persons, but that this number could and should be doubled.

As the result of a public hearing held recently, Commissioner Arthur R. Greenleaf today declared the clam flats of the towns of Boothbay and South Bristol to be open for digging to any resident of Lincoln County. A resolve passed at the last session of Legislature had closed these flats to all but residents of the two towns. Greenleaf said that he had been petitioned to take this action by more than 300 residents of Medomak, Bristol and Waldoboro, and that there was very little opposition at the hearing. Some of the best digging areas in the county are in Boothbay and South Bristol.

Lobsters Again the Leader

Maine fishermen took more than 4,850,000 pounds of fish and shellfish for which they received \$317,000 during September, according to the monthly statistical record of the Department of Sea and Shore Fisheries.

Lobsters were again the leader, with 1,380,000 pounds bringing \$165,000. Other large items were: herring, 123,084 bushels, \$65,000; haddock, 188,000 pounds, \$8,964; rosefish, 609,000 pounds, \$6,097; mackerel, 65,000 pounds, \$3,264; scallops, 33,000 pounds, \$4,751; hake, 289,000 pounds, \$4,346; flounders, 97,000 pounds, \$4,132; clams, 6,836 bushels, \$6,836; swordfish, 18,715 pounds, \$3,555.

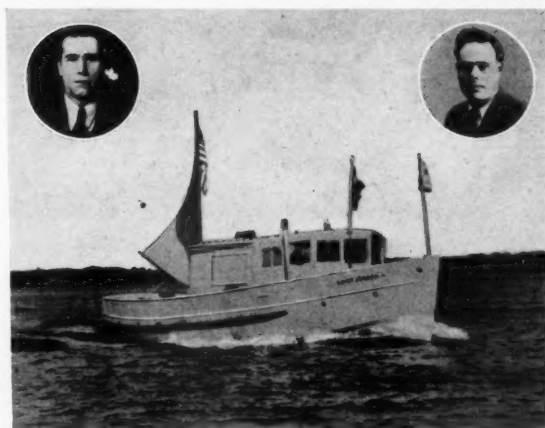
The bloodworm supply and market held up well, with 1,812,175 of these bringing \$13,591. Only 5,162 pounds of Canadian lobsters were landed during the month.

Sardine Packers Expand

R. J. Peacock Canning Company, Lubec, Maine, is erecting a two-story building to provide office and warehouse space. Holmes Packing Corporation, Eastport, Maine, is constructing



Fish department and clam canning plant of Wass & Stinson Canning Co., Prospect Harbor, Maine, with chimney of sardine cannery in background. Calvin Stinson is head of the concern.



Gill-netter "St. Joseph II" of Portland, Maine, which was recently repowered with a new Buda-Lanova Diesel. Inset at left is Capt. Michael Iaconeta, and right, owner John Zappia.

an addition to its plant, to give increased packing and shipping facilities.

Fishery School Advocated

Declaring Maine's \$3,000,000 fishing industry was entitled to consideration, Congressman Brewster advocated establishment of a fishery school for Maine youths where "methods may be modernized and proper research carried out."

Brewster said such a school, similar to one maintained on the West coast, can be developed in Maine, that will be of incalculable benefit to Maine youth, Maine industries, and Maine fishermen.

Abandon Hope for Fishermen

Coast Guardsmen abandoned search after finding a section of cabin identified as part of the *Frankie B.*, 42-ft. fishing boat, missing with its crew of two Portland men.

Hope that the crew, Kenneth Trask and Ernest Perry, might still be alive was given up when a picket boat from Whitehead station, near Rockland, Me., found the floating wreckage.

Gill-Netter Re-powers with Buda-Lanova Diesel

The *St. Joseph II*, gill-netter operating out of Portland, Maine, has recently been re-powered with a new Buda-Lanova Diesel Model 6-LDMR 691, equipped with a three to one reduction gear. This engine has a $4\frac{3}{4}$ in. bore, $6\frac{1}{2}$ in. stroke, and 691 cubic inch displacement. In normal work on the *St. Joseph II*, the engine operates at 1200 RPM, which gives a boat speed of $10\frac{1}{2}$ to 11 miles per hour. A three-blade Hyde turbine propeller is used, with 40 in. diameter by 34 in. pitch.

The *St. Joseph* is 47.9 ft. long, with a 13.2 ft. beam and 6 ft. draft. She is owned by John Zappia, and captained by Michael Iaconeta.

The new Buda-Lanova Diesel was sold through Rapp-Huckins Company, Inc., of Boston, Mass.

South Fish Co. Well Established

THE South Fish Co., Inc., is now well established in its new quarters at Stand No. 31 in the new Fulton Market Building. The firm started business 6 years ago at 110 South St., and two years later took over the adjoining building at 112 South St., where operations continued until this time. The Company is owned and managed by Samuel H. Traeger, President and Treasurer.

The new location is advantageous both for receiving and shipping. There are excellent facilities for unloading vessels right at the rear entrance, and access to all other unloading docks. The Company handles all varieties of salt water fish, including West Coast halibut and salmon. They specialize in consignment merchandise, with prompt (daily) returns. They also cater to a shipping business.

Gloucester

Italian Fishermen's Strike Has 36 Boats Tied Up

ON November 6, as the Italian fishermen's strike in this city went into its fifth day, with 500 fishermen and 36 boats tied up, the situation continued a deadlock, the former refusing to submit to arbitration, while the boat owners on the other hand voiced their desire to lay their arguments before a board of arbitration.

Landings at New Fish Pier

The survey submitted recently by the Maritime Association of the Chamber of Commerce to the U. S. Army district engineer, Boston, urging the need of further dredging in the inner harbor, carried a statement compiled by Harold B. Webber, Pier Agent, on the traffic and business at the new Fish Pier during the period, April 19 to October 1.

The figures compiled by Mr. Webber at the request of the Maritime Association cover operation of the Gloucester Sea Foods, Inc.; the Gloucester Fish Pier Fillet Co., Inc.; and the Gloucester Ice and Cold Storage Co.

This report shows landings during this period of 3,000,000 lbs. of whiting; 500,000 lbs. of mackerel; 10,000,000 lbs. of redfish; and 1,000,000 lbs. of mixed fish, or a total of 14,500,000 pounds. Wages paid out during this period amounted to \$100,000, and amounts paid for fish landed at these three companies to \$200,000.

Fishermen to Come under Social Security

On and after January 1, 1940, the fishermen's status will be changed from a partner in every trip he takes out of Gloucester into an employee of the boat owner, and as such will be subject to the National laws governing Social Security, thus giving up one percent of his earnings on every trip, while the boat owner will also contribute one percent.

This was enacted into law August 10, 1939, in an amendment to the Social Security Act. Right now, fishermen are having their applications filled out, so as to be ready to get their Social Security number when the time comes. On the other hand, boat owners are perplexed as to how they are going to class fishermen as their employees when fishermen are not hired for a daily or weekly wage, but go with the boat on shares, as partners of the owner in the venture, receiving a share of the profit above all expenses, if any profit exists, and also sharing in the debt if they stay with the boat after the trip proves to be a "broker".

"Marie and Katherine" Lost

The local waterfront lost another schooner recently when the *Marie and Katherine*, formerly owned by John Curcuro of this port, sailed for New Bedford for her new owners, Correia



Capt. Al Hopkins of Belmar, N. J., in his 39' party fishing boat "Mary H", shows how they catch big tuna fish. Capt. Hopkins is a holder of the coveted "Glory of the Sport" Fraternity Button, and a user of Pettit paints.

& Sons. She will enter the scallop dragging fleet of New Bedford.

Fathometer for "Sebastiana C"

The dragger *Sebastiana C*, Capt. Alvin Williams, has a new Fathometer aboard, installed recently while she was being overhauled on Parkhurst's railway.

"Bettina" in Collision

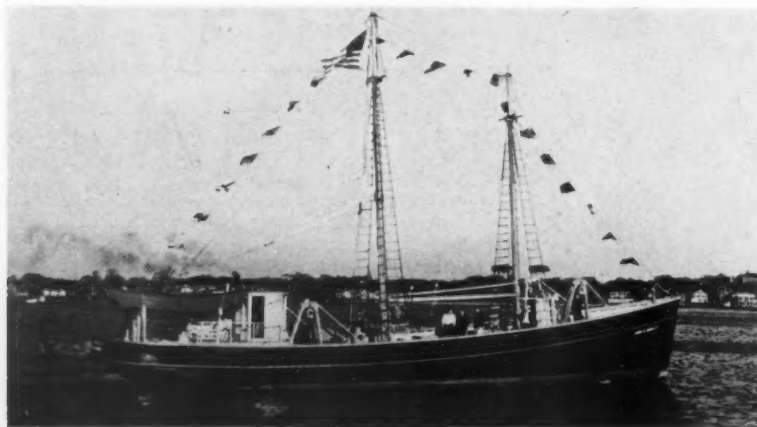
The dragger *Bettina*, Capt. James Denn, collided with the barge *Hutchinson*. She was on her way to the Atlantic Works wharf for repairs. The damage was estimated at \$3,000.

Middle Bank, a Hoodoo Site

Middle Bank is a hoodooed fishing site for the local auxiliary fishing schooner *Leonora C.*, Capt. John Carrancho, which arrived in port recently minus a door, the nets, and wire cables, after having fouled the dragging gear on a submerged wreck. It was the second time in the past year that the dragger has lost gear because of a submerged wreck on this fishing ground. The recent experience set the boat back some \$500, according to the skipper.

Authorize Lease for Pier Store

At a meeting of the members of the Gloucester Community Pier Association recently, it was voted to have a lease drawn for the use of No. 8 store in the stores building at the New State Fish Pier. The lease will be given to the Continental Sea Products, Inc., for a period of one year with the privilege of renewal, although before being executed, there will be filed a satisfactory performance bond.



The "John G. Murley" leaving New Bedford on her maiden voyage under the command of her owner, Capt. John G. Murley. She was launched recently at Thomaston, Maine, by Morse Boat-building Corp., and is equipped with a 180 hp. Cooper-Bessemer Diesel engine, 32 volt Exide Ironclad battery, Hyde propeller, Shipmate range, Hathaway stern bearing, winch, and fishing gear, Plymouth cordage, Fathometer, Fairbanks-Morse generators, Kelvin-White compass, and General Communication direction finder.

Vineyard Experiences Unusually Warm Weather

By J. C. Allen

PLUMB hot weather, with very little change in conditions except for a single week, has marked the passing of the after-end of September and the mid-section of October. Summer fish running fins out, all over the cussed ocean, except the sword, which are never fooled by the weather, but operate entirely by the calendar always. These fish have left the soundings long since, but the rest haven't yet found out that Summer has gone to looward.

Dragging

The dragging netted plenty of luck for all hands, in both shoal and bold water, with the cod running better than they have been seen for years in the same bearings. Nothing smaller than a large market was reported by the sea-skimmers, and although they have not yet worked into shoal water, that is something that only a change of weather can bring out. No self-respecting cod wants to be found dead in warm water, never mind the depth.

Bluefish, Striped Bass and Squiteague

Bluefish and striped bass continued to run well in spots. The commercial lads, with their little "set-arounds" went out into real water and brought home the bacon time after time. These fish were, and still are, worth actual cash and no blasted fooling. Many of the bass were large, close to forty pounds per, which is a darned poor size to do anything with, but the general run were much smaller and were in demand. Somehow the run of blues in bold water ran much larger than those found alongshore. Many squiteague showed up, running along with the blues, but they failed to tarry along our rock-bound coast and the traps and hookers failed to knock 'em as they had hoped. These, too, were taken in largest quantities by the little netters.

Mackerel Stage an Appearance

But the really curious thing was the appearance of mackerel, which have run chin-deep to a dinosaur in certain spots. Contrary to the belief that mackerel and bluefish cannot live together in unity, something approaching this has taken place, because there is ample evidence that the two species have not been separated at times by more than three or four miles of open water, and all hands know well that three or four miles of water mean no more to a mackerel than that number of inches do to a human.

Lobstering

Lobstermen found very fair Fall fishing in bold water, but there was one gap in the schedule, as has been noted. For one solid week an Easterly breeze; not too tough, but hard enough to stop most activities afloat. In many respects the rain which accompanied the wind was a darned sight more disagreeable than the wind and sea. The deep-legged fleet was yanked and tumbled about until they hoisted in their scallop dredges and otter-trawls and steamed home in deep disgust. The lobster-men, being much smaller, simply ran extra lines and laid alongside the spiles, while the gang cussed the luck. But the overset paid a dividend, just the same.

Handliners

Many handliners, hailing from the nearby mainline and adjoining counties, knocked off fishing for a few days and tended the bay



Menhaden boats at dock in Beaufort, N. C., where Essomarine products are available.

scalloping, the season opening early in some places. But a couple of days later most of them returned, content to follow the sea-bass, scup and tautog, which are still running well. The mainland bay scallop set seems to be very poor indeed.

Eels Running Well

Locally, the high-line eel-potters are just getting into their swing, with the beach-eelers, who are the real aristocrats of the profession, just beginning to get set. Eels are running well and the critters are larger than they have been for years. If the Vineyard fails to supply the Christmas market with a good cut of squirming Christmas cheer, it will be because someone fell down on the job and not because nature failed to provide it.

Rhode Island Tagging Bass

THE Conservation Department of Rhode Island has initiated a survey of striped bass. This is similar to the work being carried on in Long Island waters under the Suffolk County survey. William C. Neville of the Bureau of Fisheries is heading up both surveys. The search for fingerling striped bass will continue and bass will be tagged this Fall such as are secured from the traps. Next Spring bass will be tagged that are netted in some of the deep holes around certain parts of Long Island and Rhode Island. It is known that the bass leave these holes and it will be interesting to find out where they go.

One thing which will be attempted in Rhode Island is the penning up of some bass next Spring and holding them so that they might be examined periodically to see if they develop their roe and if so, whether this roe becomes ripe.

Florida Sponge Boats

THE hull of a modern sponge boat measures about 40 x 14 x 6, with a 5 ft. draft. The keel, stem and stern post are of heart yellow pine, as are the double hewn frames. The planking is of heart cypress 1 1/4" thick.

Capt. H. Weller, harbor master at Tarpon Springs, says that these sponge boats are built so that they are watertight in every joint, and that if it were not for the grain in the wood, one could not tell where the seams are; they are never caulked until the boat is old.

The frames are set in their notch and a 20 penny common nail towed in. After all frames are set, a 6 x 6 keelson is fitted and five 5/8 galvanized bolts are bolted through the keelson and keel. This is all the fastening the frames get.

Ready for sea, with engine and diving gear, these boats represent an investment of about \$10,000.



Captain and owner of the "Mandalay", James H. Lawrence of New London, Conn.

Boston

Trawlers Sold For French Mine Sweepers

NEGOTIATIONS are underway for the sale of the Gloucester steam trawler *Gemma* to the French line to be converted into a mine sweeper for the French navy. This news followed closely on the announcement that the Atlantic Coast Fisheries Co. of Boston had sold five of its beam trawlers to the French navy for mine sweepers. All such sales, however, are being held up to await the approval of the U. S. Maritime Commission which must rule upon the legality of selling craft to belligerent nations. The five Boston trawlers sold are the *Coot*, *Penguin*, *Brant*, *Loon* and *Plover*. These were originally built for mine sweepers, but the war was concluded before they were completed and they were then sold first to the Portland Trawling Co. of Maine, and later to the Atlantic Coast Fisheries.

Higher Prices for Groundfish

Groundfish were in good supply the third week of October at the Boston Fish Pier, with prices reaching the highest point since last March. For the week ending October 19 there were 139 arrivals with 6,043,300 pounds of fresh fish as compared with 118 arrivals and receipts of 5,825,300 pounds of fresh fish in the corresponding week of 1938. It was the first week for a long time that receipts have exceeded the corresponding week.

General Seafoods Buys Stubbs

General Seafoods Corporation of Boston has purchased the entire assets and good will of J. A. Stubbs, including exclusive arrangements for the production and distribution of Cape Cod seafood products, according to J. Lawrence Alphen, general manager.

Since 1875, J. A. Stubbs has specialized in high quality Cape Cod scallops, clams, oysters, crabs, and lobsters.

The business will continue at its present location, 244 North-east Avenue, near the Boston Fish Pier. B. C. Collins, former sole proprietor of J. A. Stubbs, will continue to take an active part in the business.

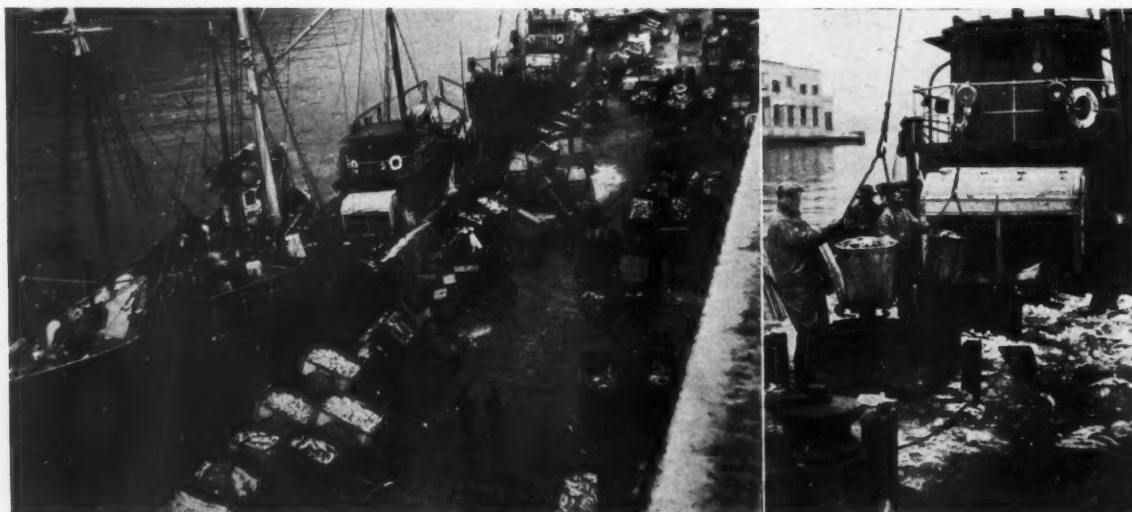
Said Mr. Alphen: "With the acquisition of J. A. Stubbs, General Seafoods rounds out its position in the production and sale of all kinds of North Atlantic fish and shellfish. Our dis-

Boston Fish Pier Landings for October

(Hailing fares. Figure after name indicates number of trips.)

<i>Adventure</i> (5)	486,000	<i>Kittiwake</i> (3)	360,000
<i>Adventure II</i> (2)	135,000	<i>Lark</i> (4)	274,000
<i>American</i> (4)	240,000	<i>Lark</i> (2)	172,000
<i>Andrew & Rosalie</i> (1)	29,000	<i>Maine</i> (4)	418,000
<i>Angie & Vence</i> (1)	26,000	<i>Marjorie Parker</i> (3)	93,200
<i>Arlington</i> (4)	558,000	<i>Mary & Julia</i> (1)	20,500
<i>Atlantic</i> (3)	322,000	<i>Mary E. O'Hara</i> (4)	208,000
<i>Bettina</i> (2)	93,500	<i>Neptune</i> (3)	270,000
<i>Billow</i> (3)	272,000	<i>Newton</i> (4)	421,500
<i>Bittern</i> (4)	389,000	<i>Notre Dame</i> (4)	310,500
<i>Boston</i> (3)	228,000	<i>Ocean</i> (3)	392,000
<i>Breaker</i> (3)	286,000	<i>Olympia</i> (2)	39,400
<i>Breeze</i> (3)	294,000	<i>Plymouth</i> (4)	327,000
<i>Brookline</i> (3)	383,000	<i>Pollyanna</i> (3)	134,000
<i>Cambridge</i> (3)	177,000	<i>Quincy</i> (3)	273,000
<i>Charles M. Fauci III</i> (6)	75,300	<i>Rainbow</i> (2)	115,500
<i>Comber</i> (3)	546,000	<i>Raymonde</i> (2)	139,500
<i>Coot</i> (1)	111,000	<i>Ripple</i> (2)	359,000
<i>Crest</i> (2)	306,000	<i>Rita B.</i> (4)	286,800
<i>Dawn</i> (1)	30,000	<i>Saint Joseph</i> (4)	156,500
<i>Delaware</i> (4)	341,000	<i>Sea</i> (2)	251,000
<i>Dorchester</i> (2)	184,000	<i>Shamrock</i> (3)	179,000
<i>Ebb</i> (3)	393,000	<i>Shawmut</i> (4)	327,000
<i>Elk</i> (2)	146,000	<i>Spray</i> (3)	598,000
<i>Famiglia</i> (4)	70,400	<i>Squall</i> (3)	468,000
<i>Flow</i> (3)	224,000	<i>Storm</i> (3)	325,000
<i>Foam</i> (2)	321,000	<i>Surf</i> (3)	328,000
<i>Fordham</i> (3)	236,000	<i>Swell</i> (2)	386,000
<i>Gale</i> (3)	461,000	<i>Thomas Whalen</i> (3)	256,000
<i>Georgetown</i> (4)	305,500	<i>Tide</i> (3)	399,000
<i>Gertrude L. Thebaud</i> (2)	120,000	<i>Triton</i> (4)	219,500
<i>Gertrude Parker</i> (1)	52,500	<i>Venture II</i> (3)	151,800
<i>Gossoon</i> (4)	311,000	<i>Villanova</i> (4)	225,000
<i>Grand Marshall</i> (2)	70,000	<i>Wave</i> (2)	207,000
<i>Hekla</i> (2)	196,000	<i>Wm. J. O'Brien</i> (2)	195,000
<i>Helen M.</i> (1)	39,000	<i>Wm. L. Putnam</i> (1)	78,000
<i>Illinois</i> (3)	380,000	<i>Winchester</i> (3)	380,000
<i>Jeanne d'Arc</i> (3)	239,000	<i>Winthrop</i> (3)	239,000
<i>Killarney</i> (1)	51,000	<i>Yankee</i> (4)	221,000

tributing subsidiary, 40-Fathom Fish, Inc., offers to the public, nationwide, quality North Atlantic seafood products under the well-known 40-Fathom trademark."



Unloading the trawler "Winthrop's" cargo of fish at the Boston Fish Pier, with the trawler "Quincy" tied-up directly behind. At right is deck view of unloading operations on the "Quincy". Both trawlers are owned by R. O'Brien & Co., Boston, Mass., and were built by Bethlehem Shipbuilding Division. Each is equipped with a 350 hp. Nelsco Diesel, Bethlehem winch, Kinney clutch, Diehl generator, Worthington air compressor, Shipmate range, Bosch fuel injection system. The fish hoists are operated with power supplied by Willard Marine batteries.



Left:—Captain E. L. Sanchez. Right:—The 83 ft. scallop dragger "Emily H.", owned by Capt. R. A. Sanchez, Sr., of Newport, R. I., and skippered by Capt. E. L. Sanchez of New Bedford, Mass. She is equipped with a 4 cylinder, 10 x 13, 135 hp. Atlas Imperial Diesel and a 50-44 Hyde propeller, giving a speed of 9 knots. R. A. Sanchez, Jr., is engineer.



Strange Fish Nearly Spilled Two Fishermen

A strange fish resembling a shark and estimated as being all of 20 feet long, came close to capsizing a dory containing fishermen John Powell and Larry Oliver, on Cashes Bank, while the two men were engaged in trawling.

The fish managed to get a good grip on one of the trawl hooks and was about to take boat and all to the bottom when the fishermen succeeded in cutting the trawl line, and thus saved their lives.

The fishermen are members of the crew of the Boston dory trawling schooner *Lark*, Capt. Ernest Parsons.

On the Ways

The following fishing vessels were on the ways at the Atlantic Works of the Bethlehem Shipbuilding Corp., Boston, during the month of October: *Brant*, *Fabia*, *Gossoon*, *Loon* and *Penguin*.

Skipper Thrown from Bunk by Heavy Sea

A heavy sea smote the Boston beam trawler *Spray*, Capt. Gus Dunskey, off Sable Island recently, throwing the skipper from his bunk to the floor and stunning him. He was found by the crew, littered with newspapers and other articles which had descended with him. Capt. Gus, former Gloucester fisherman, stated it was the worst blow he had experienced in his 35 years as skipper.

The craft, property of General Seafoods, Inc., was unharmed. She arrived in port with a good sized trip of fish.

George E. Willey

George E. Willey, one of the most prominent business men in the fisheries, and for many years president of the Boston Fish Bureau, died September 13. He formed the Lincoln-Willey Fish Co.

Provincetown Trap Fishermen Strike It Rich

PROVINCETOWN trap fishermen have had a poor season, but on October 30 they made a killing. Mackerel crowded the bay in such a mass they fairly leaped from the water. Trappers went out to draw that night after blowy weather all day. Capt. Tom Welsh started the landings by bringing in 180 barrels, or 40,000 pounds. Capt. John Joseph followed with 22,000 pounds. A boat of Pond Village Cold Storage, North Truro, had 15,000. The following day all the boats had 100 to 200 barrels and the week-end hauls ran close to a total of 40,000 barrels. Eighty percent of the catch were fish of three-quarters to a pound, with a few large fish. The hauls were shipped fresh, mostly to Boston, and crews cleared 3½ to 4 cents a pound. Some of the landings were taken by the freezers and this was a help, for the freezers have shared in the trappers' poor luck the past season.

Draggers

Draggers are expected to do much better, now that the restriction on dragging in shallow waters of the bay is lifted until April. They have done fair to date. Dories have not been very active and returns have been poor.

New Bedford Fleet

By M. E. Harney

A NEW dragger is being built at Thomaston, Maine, by Morse Boatbuilding Corp. for William Eldridge, of L. S. Eldridge & Son, New Bedford, Mass., and will be launched in January. She is 92 x 19 x 9, and will have a capacity of 110,000 lbs.

She will be powered with a 180 hp. Cooper-Bessemer Diesel engine, and will have a speed of 10 to 10½ mph. Other equipment will include a Hyde propeller and shaft; Hathaway stern bearing, stuffing box, winch, fish hoist, and fishing gear; and Shipmate range.

"Mary Deon" Changes Hands

Correia Bros. have bought the *Mary Deon* from Fay Deon for the sum of fifteen thousand dollars. Capt. Fay has retired for the time being and Bernhard Rasmussen is the new skipper.

On the Ways

At Kilburn's, the *Aeolus* hauled out for a new lead sleeve and the *Isabel Q.* of the Mullins fleet went on the ways to have her engine bolts made good and secure. At Kelley's, Dan Mullin's *Sankaty Head* had to have propeller repairs; the *Ramona* and the *Mary J. Landry*, for paintings; J. W. Murphy's *Shannon*, repairs and new sheathing; J. Henry Smith, new rudder straps and bottom paint; and Tom Keeping's and Bill Hayes' *Whaling City*, for painting and other work. At Casey's, the *Minnie* has been put in shape and has gone out again. At Hathaway's are the *Dagny*, *Alice* and *Mildred*, and *Julia* and *Eleanor*.

Fitting Out

The *Alpar* of Boston has fitted out for scalloping, and has sailed on her first trip. She is owned by Peterson and Parker.

High Prices Steady

We are now experiencing another blow in less than a week. Scallops are selling at one dollar and forty-five cents, and flounders eight cents. The *Clinton* is in with twenty thousand, *Addie Mae*, 12,000, and the *Alva* and *Estelle* with twenty thousand. It will be the third week that these boats have hit it for high prices. Three weeks ago the *Clinton's* crew shared two hundred and forty-five dollars, and the *Alva* and *Estelle*, one hundred and ninety-five.

"Minnie V."

The 55-ft. dragger *Minnie V.*, captained by Thomas Drivdahl and owned by H. O. A. Harem of this city, hit a submerged wreckage between Tuckernuck Island and Nantucket. There were heavy seas, but the Captain managed to make the Steamboat dock. The fire department pumper kept her afloat until she was hauled out on the Coast Guard ways at Brant Point, where a temporary patch was put in. She was on her way to make port in Nantucket for the night. The *Minnie V.* carries a crew of three in addition to her captain. It is believed that she may have struck submerged wreckage of the Nova Scotia fourmaster *Laura Annie Barnes*, which went ashore on Tuckernuck Shoals last Winter.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

*Northill Co., Inc., 6824 McKinley Ave., Los Angeles, Calif.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*Exide: Electric Storage Battery Co., Philadelphia, Pa.
*Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
Diesel Engine Sales & Engineering Corp., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
*General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
*The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
Cooper-Bessemer Corp., Mount Vernon, O.
*Covic Diesel Div., Northill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The National Supply Co., Superior Diesels, Springfield, Ohio; Philadelphia, Pa.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3644 N. Lawrence St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FUEL INJECTION EQUIPMENT

American Bosch Corp., Springfield, Mass.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

KNIVES (Shell Fish)

Robert Murphy's Sons Co., Ayer, Mass.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Oil Co., Inc., 50 West 50th St., New York, N. Y.

*Standard Oil Co. of Calif., Standard Oil Bldg., San Francisco, Calif.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

*Pettit Paint Co., Belleville, N. J.

Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonsan, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
Bethlehem Shipbuilding Corp., Bethlehem, Pa.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

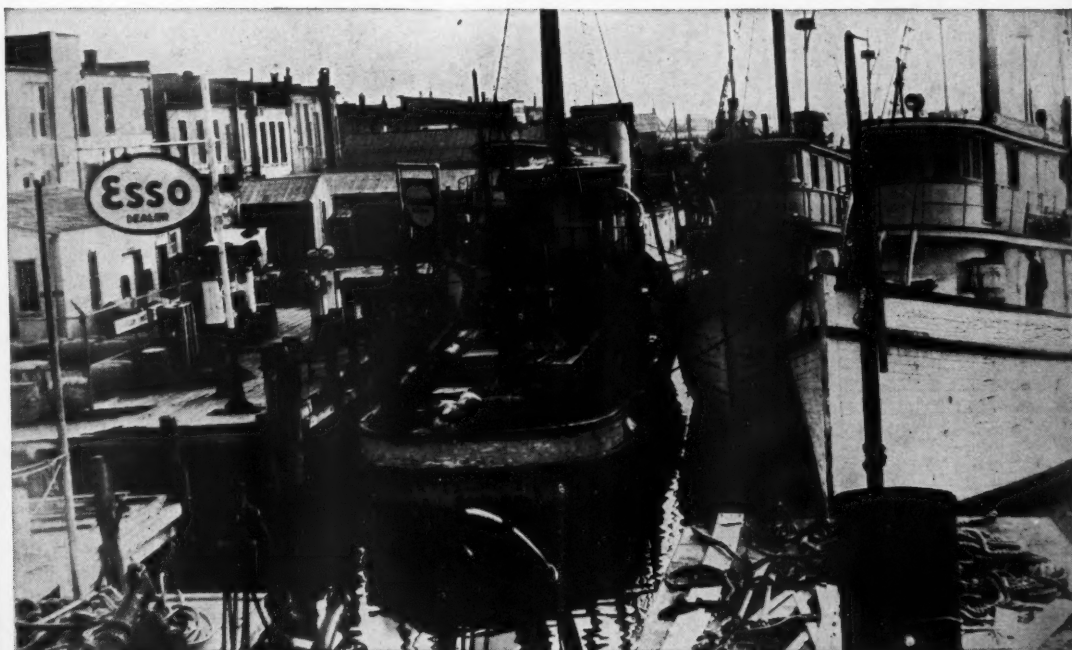
WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

BEAUFORT, N. C., MENHADEN FLEET HEADS FOR THE ESSOMARINE SIGN



LIKE other fishermen up and down the Atlantic coast, a good part of the Beaufort, N. C., menhaden fleet starts from the Essomarine dock.

Here, as in so many other ports, the popularity of the fuel and lubricants sold at the Essomarine sign has grown year after year. We've made it our business to know what commercial fishermen need and want in the way of engine power and protection.

Today, it's second nature with many fishermen to head for the Essomarine dock. They have confidence in the products sold there. By keeping closely in touch with them and their problems, we repay that confidence with grade-A quality and performance ...the only kind worthy of the world's leading petroleum organization.

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada).

Direct inquiries to Essomarine, 26 Broadway, New York City

IT'S ECONOMICAL

When you sit down to figure out how much your rope costs, do you take into account how long it lasts? Most fishermen do; that's why our New Bedford Maritime Manila Fishermen's Rope is so popular. Made by our own process, it is water resisting and rot resisting. It stays pliable, and it splices and handles easily, whether wet or dry. Owing to its permanent lubrication, it resists wear, and is not easily affected by marine growths. Our customers have found from experience that it lasts longer. That's why we say "It's Economical".



New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.
 Boston: 10 High St. Chicago: 230 W. Huron St.
 Mills: New Bedford, Mass.



A RANGE you can Bank On!



The job of the galley range is two-fold: to provide well cooked meals on time, and to provide warmth and comfort below decks for tired, wet, cold, hungry men.

SHIPMATES have since 1881 been doing these two things so successfully and on so many vessels that they are today recognized as "standard" in the fishing fleet.

THE STAMFORD FOUNDRY CO.
STAMFORD, CONN.

SHIPMATES



Shelter Island Oyster Co., Inc., Greenport, N. Y., packers of oysters and clams.

Long Island Making Effort to Protect Dwindling Peconic Bay Scallops

By C. A. Horton

IN an attempt to protect the dwindling remnant of Peconic Bay scallops, the Town Board and the Board of Town Trustees secured authorization from the Conservation Commission to collect scallop "set" and to plant it in the several creeks of the town. Mill Creek, Southold, this year produced one of the greatest crops of scallop "set" that any of the old residents have ever seen there. Other creeks showed almost no set at all. Hundreds of bushels of the "set" have been moved to other creeks, and to the deep waters of Peconic Bay the past month.

Seed Oysters Planted in Peconic Bay

The various oyster companies which make Greenport their headquarters have been busy planting seed oysters which have been brought to Peconic Bay from the Connecticut shore by a large fleet of schooners. It is estimated that approximately two hundred and fifty thousand bushels of these seed oysters will be shipped from across the Sound for replanting in Peconic Bay. In about three or four years these seed oysters will have grown to marketable oysters.

Shellfish Project

James H. Hildreth of East Hampton, veteran superintendent of the Bureau of Marine Fisheries of the State Conservation Department, is being credited with the initiation of a shell-fish planting project which, if it turns out successfully, will put new life into an industry hard hit by the hurricane of September, 1938, and by the ravages of starfish and other marine parasites. The new ground for planting oyster seed is at Mount Sinai and Stony Brook Harbors, where about two acres have been "seeded down."

Appropriation for Seed Clams

An item calling for the expenditure of \$2,000 for the purchase of seed clams, which are to be transplanted in town-owned waters of Great South Bay, is included in the proposed 1940 budget drawn up recently by the Islip Town Board.

Trap Fishermen

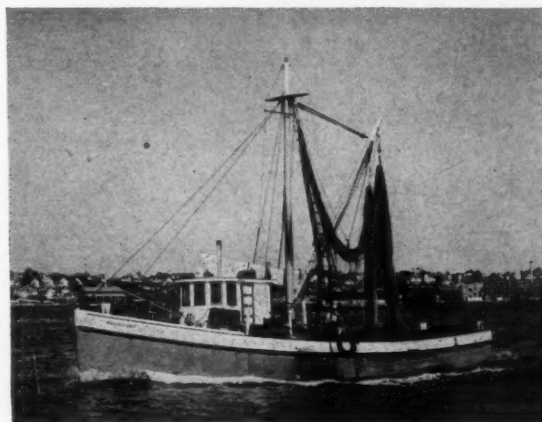
The trap fishermen are completing the season's work. The run of butterfish, which often arrives during the Fall, has been light. Some of the skippers report the season better than last year. There has been a light run of squid and prices have been good the past month.

Striped Bass

Striped bass arrived in good numbers off Fire Island the latter part of October and of very good size. A 20 1/4-pound striper that measured 38 inches in length was a recent catch. Bass will remain in the coastal waters until Winter sets in.

Says the Owner, Capt. Jas. Lawrence:

"When I built my boat in 1929 I thoroughly investigated the different oil engines on the market. The fine performance of a number of Wolverine Diesels with which I came in contact, and the high praise their owners bestowed on them, decided me in favor of one of them. Ten years of faithful and trouble-free service of this engine—a 75 HP two-cycle machine—induced me to replace this engine with another Wolverine Diesel of 100-120 HP, this time a four-cylinder four-cycle machine. The 75 HP would easily have lasted another ten years or more, with little expense. However, I needed more power, and the new Wolverine is surely giving it to me."



The 60 ft. dragger "Mandalay", owned by Capt. Jas. H. Lawrence of New London, Conn., powered with a 100-120 hp., 8½ x 12½, 4 cylinder, 4 cycle Wolverine Diesel engine. She has a speed of 9.66 knots.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

WOLVERINE DIESELS

Lunenburg Holds Annual Fishermen's Memorial Service

By H. R. Arenburg

THE annual Fishermen's Memorial Service was held from the bandstand in the Town of Lunenburg on the afternoon of the first Sunday in October. His Worship, Mayor A. W. Schwartz, was Chairman of the Service. In spite of disagreeable weather, the terraces in the town square were crowded with people from the town and the outside districts who had come to pay their last token of respect to those who had gone out upon the great waters and had not returned. All the ministers of the town took part in the service and the singing was led by the massed choirs of the various church choirs, with music by the Band of the West Nova Scotia Regiment. At the conclusion of the service on the band stand, a procession was formed, which, headed by the band, proceeded to the waterfront, where flowers were strewn upon the waters of the harbor in memory of those who had lost their lives in the industry. The list of casualties in the industry during the past year were Harry Keeping, a native of English Harbor West, Newfoundland, who was drowned from the schooner *Besemer* on December 25, 1938; Allan Ryan, Keeping's dory mate, who was drowned from the same schooner on the same date; Ryan came to Lunenburg from Salmonier River, Newfoundland; Vernon Levy, of Lunenburg, a member of the crew of the schooner *Harry W. Adams*, who died at the Marine Hospital, Lunenburg, December 25, 1938; Parker Lohnes, of Lunenburg, who was at sea and has been unreported since December of last year; and Zenas Lohnes of Dayspring, a member of the crew of the schooner *Besemer*, who died at the Marine Hospital, Lunenburg, on May 22, 1939.

"Ocean Maid" Levelled by Fire

The backfiring of an engine caused a blaze on the fishing schooner *Ocean Maid* shortly after her return from the Summer fishing trip on the banks and nothing now remains but her charred hulk in the waters of East La Have. While cleaning and overhauling the engine, Wilfred Knock of Rose Bay and Keith Parks of East La Have, young son of Capt. Atwood Parks, Captain of the *Ocean Maid*, contacted a wire which caused sparking and immediately developed into a blaze. Both young men were enveloped in the flames but escaped without serious injury. The *Ocean Maid* landed 4500 quintals of fish during the 1939 salt fishing season.

"E. F. Zwicker" Loses Dories in Storm

Schooner *E. F. Zwicker*, Capt. Daniel Romkey, reported having had four of her dories smashed in a storm encountered on the fishing banks.

Vessel Landings

Among the fish landings during the past month are included the following:

- Sch. *Marshall Frank*, Capt. Frank Risser, 290,000 pounds.
- Sch. *R. B. Bennett*, Capt. Elbourne Demone, 288,000 pounds.
- Sch. *Douglas and Robert*, Capt. Calvin Tanner, 165,000 pounds.
- Sch. *Marguerite B. Tanner*, Capt. Wentzell, 125,000 pounds.
- Sch. *Jean and Shirley*, Capt. Newman Wharton, 118,000 pounds.
- Sch. *Brenda Marguerite*, Capt. Angus Tanner, 100,000 pounds.
- Sch. *Mahaska*, Capt. Orlando Lace, 100,000 pounds.
- Sch. *Muriel Isabel*, Capt. Walter Crouse, 100,000 pounds.
- Sch. *Besemer*, Capt. Thomas Himmelman, 60,000 pounds halibut.
- Sch. *Ethel Petite*, 800 quintals salt fish.



"I might hint I'd like a Hyde for Xmas"

There is no good reason why you should not direct the inevitably wifely expenditure along practical channels. Just drop the hint and tip off the Hyde dealer as to diameter, pitch, bore and keyway. You can act duly surprised when you get the wheel. She will still be proud of her discriminating selection. Use your head, sailor, it pays.

Dealers everywhere carry ample stocks

HYDE WINDLASS COMPANY, Bath, Maine



HYDE PROPELLERS



Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.



Here's Your Easy Starting, Economical Fishing Boat Diesel!

What makes Buda-Lanova 4-cycle Diesels easy to start and economical to operate? Most important of many reasons is the time-tested Buda-Lanova low pressure combustion system, which means lower compression ratios, greater torque, fast starting, and maximum fuel economy. This kind of Diesel performance is not accidental—it is the result of sound engineering design and manufacture, proved by 13 years of actual service where

Buda-Lanova Diesels have been used by experienced fishermen, yachtsmen, the Navy, the Coast Guard, the U. S. Engineers, and in many foreign countries.

Remember — you'll make more profit on every catch with Buda-Lanova Diesels!

But find out for yourself—make us prove that Budas will do a better job for you. Write for full particulars. No obligations.

THE BUDA CO., Marine Div. H. - Harvey (Chicago Suburb) Ill.

BUDA

MARINE ENGINES

DIESEL AND GASOLINE MODELS—20 to 200 H. P.



New Brunswick Sardine Fishermen Have Had A Fine Season

By C. A. Dixon

SARDINE herring fishermen in the Southwestern section of New Brunswick, chiefly in Charlotte County, continue to make some money as the wind-up of the 1939 season draws nearer to a close—a season which has brought to weirmen and others engaged in the catching of sardines probably well over a half million dollars. It has been a great year for all concerned with the catching and packing of sardines, as the demand has been keen and steady the entire season. All the fish caught has been sold at fairly good prices. Ever since the Maine packers doubled their price for sardine herring during the last week in September, the rate of forty cents a case for fish has been consistently maintained. Fish of good oil size, at the rate mentioned, bring \$12.00 or more a hoghead, but most of the herring caught run larger than in the earlier part of the season and, of course, bring lesser prices to the fishermen.

A straight price of \$10.00 a hoghead has been and is being paid by Connors Bros., Ltd., of Black's Harbour, N. B. The factory has been operated steadily ever since the beginning of the year, having been kept open all last Winter. It is expected that the same procedure will be followed this Winter if fish are available. The Canadian factory of H. W. Welch, Ltd., of Fairhaven is also being operated steadily. The chief factor of encouragement for sardine fishermen, boatmen and factory laborers, as well as the factory owners themselves, has been the continued pick-up in demand for canned sardines.

Many Orders for Twine Netting

There has been a considerable number of orders sent in by fishermen to dealers in twine netting this Fall because fishermen fear a still further rise in prices for cotton twine products. The advances are due to the war, it is claimed, and fishermen everywhere in New Brunswick have been advised to purchase their potential requirements now.

Pollock Scarce, Prices High

With the 1939 pollock fishing season now a matter of history as far as New Brunswick is concerned, fishermen and dealers find themselves without any appreciable quantities of either heavy-salted or slack-salted fish, and the demand is very keen for dried pollock with prices ranging much higher than in 1938. Export markets seeking hard dried fish will find dried pollock extremely scarce in New Brunswick ports.

Much Interest Shown in Washington Hearings

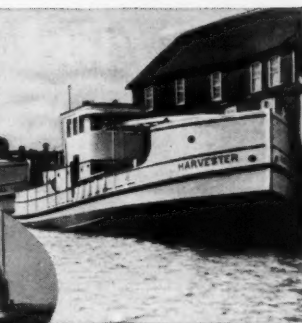
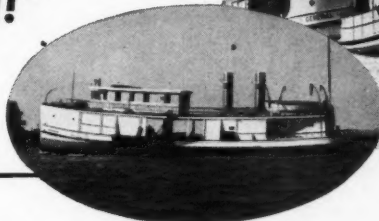
Of much interest to those engaged in the sardine industry are the recent hearings conducted in Washington in regard to proposed trade practice rules for the business which, in the United States, on the Atlantic coast, is located entirely in the State of Maine, and fish requirements for many of the factories in the Eastern part of the State are purchased in New Brunswick. The proposed rules cover every phase of the industry such as packing; what are "seconds"; whether "natural" sardines can be packed in salt, brine, sauce; what are "unfit for use"; misrepresentation; imitation of trade marks; short weight containers; defamation of competitors; substitution of inferior products for those ordered; fictitious prices; false invoicing; commercial bribery; unfair threats of infringement suits; consignment selling; selling below cost; discriminatory prices, rebates, etc.; brokerage and commissions, etc. It is hoped that these rules will be adopted and enforced as such would tend to stabilize prices for fish as well as create better conditions in general throughout the industry.

Good Demand for Smoked Herring

A Grand Manan report states that due to the fact that supplies of smoked herring at Lubec, Me., have been rapidly decreasing because of a heavy demand for the same, a good market exists for the fresh herring taken in weirs at the big island at the mouth of the Bay of Fundy. The demand for the boneless variety in New England has helped the industry greatly.

F - M DIESEL CASE HISTORIES...

**"Now, If You're Ready, Oysters, Dear,
We Can Begin to Feed!"**



So spoke the Walrus in Lewis Carroll's *The Walrus and the Carpenter*. So, too, might speak the *General*, the *Harvester*, and the *Sealship*. These modern oyster dredgers—owned by the Bluepoints Co., New York—use dependable Fairbanks-Morse Diesel propulsion power. They're ready—all ways—to "feed" on the oyster beds in Atlantic waters.

The *Harvester* and *General*—59-foot sister ships—were built last year. They are each propelled by a 120-hp. 4-cylinder Model 35 Fairbanks-Morse Marine Diesel. The *Sealship*—originally constructed in 1906—was rebuilt last year and equipped with a 300-hp. 14" x 17" Model 35E Fairbanks-Morse

Marine Diesel with automatic scavenging and built-in auxiliary equipment. Investigate the economy . . . the reliability . . . the conveniences of Fairbanks-Morse Marine Diesels for your fishing vessels. Write Fairbanks, Morse & Co., Dept. 6, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.

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for
TRAWLING GEAR
and other auxiliaries



on both
**SMALL and LARGE
BOATS**

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DOLLAR
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Your paint . . . and your paint dollar reach farther when you use Pettit Marine Paints.

Nationally known . . . tested over years of heavy duty by fishermen everywhere—in every weather—Pettit Marine Paints and Varnishes assure full season service for every part of your boat.

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ARROWHEAD
An All-Purpose Power Plant—
Dependable Year After Year
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Here's everything desirable in a marine engine—power to spare with rugged construction and famous Red Wing world-proved performance. The Arrowhead is an outstanding value. We will gladly send full details and attractive prices. Write today. The Red Wing Line: 20 Gasoline Models. 4 to 125 H.P. 6 Spark Diesels (Hesselman Patent) 35 to 200 H.P.

4 Cylinder—25—45 H.P.
Bore 3 3/4", Stroke 4 1/2"



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IRONCLAD
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32 volt and 115 volt

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The World's Largest Manufacturers of Storage Batteries for Every Purpose
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MANILA**



FLAKE SIZE CHANGED AT WILL

Turn a crank on a new "500-Line" Creasey Ice Breaker and change the size of flakes while the machine is running. Better size-control than ever before plus all the old reliability that made them say "A Creasey Never Wears Out." New Bulletin 113C shows sizes and net prices of models up to 50 tons per hour. Write for your copy.

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DOES IT**

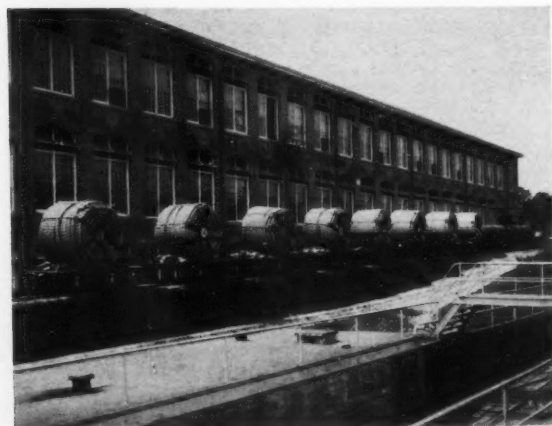


**GIFFORD WOOD COMPANY
HUDSON, N. Y.**

CREASEY ICE BREAKERS

Fulton Market Wholesale Prices

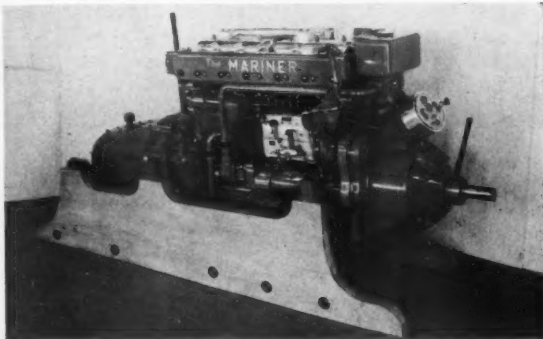
Species	Oct. 1-7	Oct. 8-14	Oct. 15-21	Oct. 22-31
Alewives	...	...	...	.01 1/2-.02
Bluefish	.06-.32	.04-.23	.03-.22	.03-.27
Bonito	.04-.12	.03-.12	.04-.10	.02-.10
Butterfish	.01-.08	.01-.08	.02-.09	.02-.15
Codfish, steak	.04-.14	.05 1/2-.11 1/2	.06-.11	.05-.11
Codfish, market	.04-.08	.01-.06	.03-.06 1/2	.03 1/2-.05
Croakers	.03 1/2-.07	.02 1/2-.04	.04-.06	.02 1/2-.05
Dabs	.02-.02	...	...	.03 1/2-.04
Eels	.12-.12 1/2	.04-.15	.04-.14	.02-.14
Flounders	.02 1/2-.09	.02-.10	.01 1/2-.10	.01 1/2-.10
Fluke	.12-.15	.04-.14	.04-.14	.03-.14
Haddock	.02 1/2-.06 1/2	.03-.06	.03-.06	.02-.07
Hake	.01 1/2-.06	.02 1/2-.05 1/2	.02-.06	.04-.06 1/2
Halibut	.11-.20	.10-.18	.14-.18	.15-.22
Kingfish	.08-.12 1/2	...	...	.05-.07
Mackerel	.06-.22	.01 1/2-.15	.03-.18	.06-.15
Mullet	.06-.08	.05-.05	.03 1/2-.08	.03-.08
Pollock	.02-.06	.03 1/2-.04 1/2	.03 1/2-.05	.01 1/2-.06
Pompano	.06-.45	.06-.37	.07-.40	.07-.50
Salmon, Pacific	.18-.20	.12 1/2-.17	.17-.20	.13-.20
Scup	.03-.08	.01 1/2-.05	.02-.05	.01 1/2-.06
Sea bass	.04-.20	.03-.15	.03-.15	.02-.15
Sea trout, gray	.03-.20	.01 1/2-.16	.02 1/2-.18	.03-.20
Sea trout, spotted	.11-.14	.08-.10	.12-.12 1/2	.10-.13
Shad	...	...	...	.01 1/2-.02
Silversides	2.00-2.00	1.00-1.50	.50-1.25	.50-2.00
Snapper, red	...	...	...	.18-.18
Sole, gray	.08-.10	.04 1/2-.11	.07-.11	.05-.15
Sole, lemon	.07-.10	.06-.10	.08-.10	.06-.10
Spanish mackerel	...	.05-.06	.11-.14	.10-.10
Spot (Lafayette)	.03 1/2-.06	...	.02-.04 1/2	.03-.04 1/2
Striped bass	.12-.21	.10-.20	.10-.18	.06-.15
Tautog	...	.05-.06	...	.04-.04
Tilefish	...	.07-.07	...	.04-.08
Tuna	.09-.10	.05-.05	...	...
Whiting	.02-.10	.01 1/2-.08	.01-.07	.01 1/2-.08
Yellowtails	.01 1/2-.06	.01-.06	.01-.06	.01 1/2-.06
Clams, hard	1.00-4.50	1.00-2.25	.75-2.50	1.00-2.50
Clams, soft	1.50-2.50	1.00-2.00	1.00-2.25	1.00-2.25
Conchs	1.25-1.50	1.00-1.50	.75-6.00	.75-3.00
Crabs, hard	.50-1.75	.40-1.75	.50-4.00	1.00-2.50
Crabs, soft	.35-5.00	.30-.85	...	...
Crab meat	.25-.60	.15-.60	.15-.60	.20-.60
Lobsters	.18-.42	.18-.42	.18-.48	.20-.47
Mussels	.50-.75	.50-1.00	.75-.75	.20-.75
Scallops, bay	3.25-7.00	3.00-6.00	3.50-6.00	4.00-4.00
Scallops, sea	1.40-1.55	1.45-1.50	1.40-1.40	1.35-1.50
Shrimp	.04-.15	.02-.14	.06-.15	.04-.14
Squid	.06-.08	.03-.05	.02-.06	.02 1/2-.06
Frogs legs	...	.50-.65	.40-.55	.35-.60



Eight coils of 12-inch circumference Plymouth manila hawser each 1500 feet long, made at the Plymouth Cordage Company mills at North Plymouth, Mass., for U. S. Coast Guard



The 45 ft. party fishing boat "Ranger", owned by Capt. John Kocsik, and operated out of Perth Amboy, N. J. She is powered by the new Type W 100 hp. Mack Mariner Diesel engine, fueled by Shell Oil and equipped with Exide batteries, Hyde propeller and Wall rope.



New Type W. 100 hp. Mack Mariner Diesel Engine.

New Jersey To Fight Oyster Drill

A SPECIAL appropriation of \$600 was obtained by the New Jersey Bureau of Shell Fisheries on Oct. 31 to fight the oyster drill, a snail-like gasterpod that wracks havoc on oyster beds when they are not supplied with sufficient fresh water. Joseph N. Fowler, director of the State Bureau of Shell Fisheries, in asking the special appropriation from the State House Commission at Trenton, said an emergency condition in Delaware Bay oyster beds followed the low flow of water this Summer. With the aid of the emergency appropriation, he said, the Bureau would have sufficient funds to trap and net the drills with ingenious devices designed by the Federal Bureau of Shell Fisheries.

Oyster Surplus Studied

A report on the New Jersey oyster market situation was presented to the Surplus Commodities Corporation in Washington early in November by Joseph N. Fowler, director of the New Jersey Board of Shell Fisheries. The report was made by Fowler on suggestion of U. S. Senator William H. Smathers of New Jersey, who urged that a federal purchase program for oysters be undertaken.

In a letter to H. C. Albin, chief of purchase and distribution of the Surplus Commodities Corporation, Fowler stated that demand for oysters this season was far below normal. The letter, as made public, declared:

"With around 3,000,000 bushels of oysters now on hand, circumstances have combined in such a manner that we find ourselves with a large surplus. With all the money he had or could borrow invested in these oysters, the inability to market this surplus has put the planter in a bad financial condition and a great number of people have been thrown out of employment."



Each of These

"Eveready" flashlights was "tailor-made" to meet the special needs of sailors for dependable, safe portable light.

WATERPROOF Flashlights, 3354 and 3254, are completely covered, switch-and-all, with a soft rubber sleeve. Unbreakable lenses, chrome plated reflectors. Proof against hot wires, acids, gasoline, oil, alcohol, greases and dirt.



3354



3254

The two and three-cell general purpose Industrial Flashlights, 3251 and 3351, have unbreakable lenses. Semi-hard rubber cases, internally reinforced with brass. Tough, shock-proof, with explosion protection provided by a special spring-loaded lamp socket and guard wire.



3251




3351

Flexible Extension Flashlight, No. 3258, answers the demand for a safe light for inspecting moving machinery, drums, barrels, and hard-to-get-at spots.

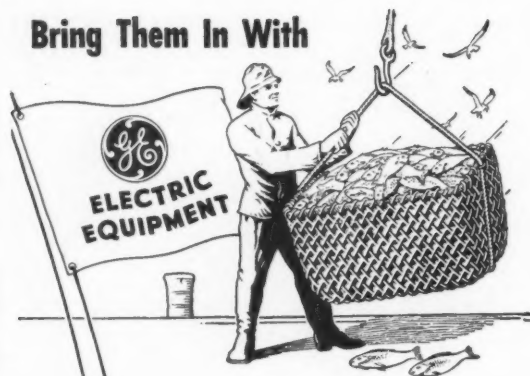


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30 E. 42nd St., New York, N. Y.

Unit of Union Carbide  and Carbon Corporation
The word "Eveready" is the registered trade-mark of National Carbon Company, Inc.

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- GENERATORS, MOTORS, and CONTROL for winches
- 32- and 115-VOLT MOTORS for fish hoists
- MOTORS and GENERATORS for every application
- SWITCHBOARDS—live-front; dead-front for greater safety
- TURBINES and GEARS for propulsion
- ELECTRIC CONTROL for every purpose
- FLOODLIGHTS
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- CIRCUIT BREAKERS
- ELECTRIC CABLE

Call the nearest G-E office for recommendations on any kind of marine electric equipment. General Electric, Schenectady, N. Y.

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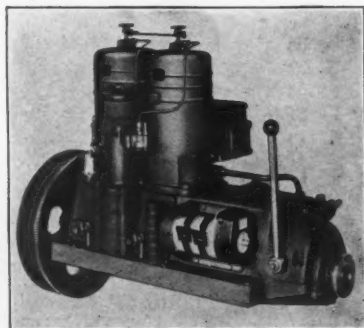
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IN COLD WEATHER THESE ENGINES ALWAYS START

50 H. P. 2 Cylinder

Length 49 Ins.
Width 23 Ins.
Wt. 2100 lbs.
Drives 42'-48'
fishing boats 8-10
mi. per hr. at
fuel cost of only
17c per hr.



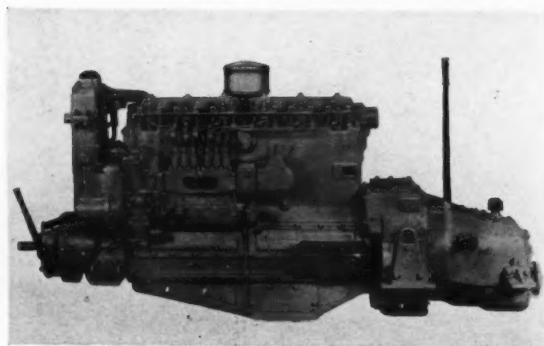
OTHER
SIZES
6 to 1500 h.p.



Frost is in the air and many engines feel it. But not these. Bolinders and Atlas Polar Diesels will start and run in any kind of weather. Rain and snow can't stop them and even if coated with ice it's a simple matter to get them running. Install yours now and have a trouble-free winter. Do you know all the details about Bolinders and Atlas Polar engines? Their ruggedness, freedom from repairs and economy? Nothing beats Diesels for economy — nothing beats these for Diesels. Write for details.

BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.



Caterpillar 6 cylinder Diesel D4600 Marine engine, 41/4" x 5", rated 55 hp. at 1500 rpm.

Use of Cereal Flours in Curing Fish

U. S. Patents 2,176,025, 2,176,028 and 2,176,036 are part of a series of 17 patents issued on October 10, 1939 assigned to Musher Foundation, Inc., of New York. These patents deal particularly with the use of the cereal flours for retarding rancid and oxidized off-flavors in food products and under which the Quaker Oats Company, Avenex Division, is exclusive licensee.

Patents Nos. 2,176,025 and 2,176,028 particularly deal with the stabilization of fishery and meat products by the use of combinations of salt with cereal flours and their extracts. Patent No. 2,176,036 deals with the production of antioxygenic salt which carries the cereal extracts as part of the salt for use in retarding oxidative deterioration and rancidity of food products.

For example, these patents cover the use of special cereal-salt extract combinations in the curing of mackerel, herring and other fatty fish and food products and also the manufacture of special salts capable of retarding oxidative deterioration of fatty meats when used in place of ordinary salt.

Among the claims which have been granted under these patents are:

A process of stabilizing fatty fish against deterioration, treating such fish for a relatively short period with a combination of a relatively large amount of a saline material and a relatively small amount of stabilizing agent of vegetative origin, and then removing the stabilizing agent and saline material, and allowing the fatty fish to stand for a relatively long period free of the stabilizing agent, whereby said fatty fish is substantially stabilized against deterioration.

The method of stabilizing fatty fish to render said fish resistant to oxidative deterioration, which comprises treating them with a small amount of a water soluble extract of a finely divided unbleached cereal.

An antioxygenic salt preparation consisting of a major proportion of common salt and a minor proportion of the concentrated substantially starch free water soluble antioxygens extracted from finely divided unbleached cereals.

Oyster Farming in P. E. I.

ACCORDING to the Department of Fisheries, Ottawa, Canada, the number of oyster farms on Prince Edward Island increased from 26 in 1932 to 594 in 1938 and the acreage from 110 to 2130. Sales of oysters increased from less than 1100 barrels in 1936 to 4300 barrels in 1938. In 1938 they planted 9620 barrels of oysters as compared with 3400 in 1936.

Attention is now being given to the development of two oyster areas in Nova Scotia. In the other Canadian oyster producing areas—British Columbia and New Brunswick (except in one small area), the oyster grounds are still handled by the provincial authorities instead of being transferred to the Dominion Department of Fisheries.

TANGLEFIN NETTING

"CATCHES MORE FISH"

LINEN & COTTON GILL NETTING
SEINE, POUND & TRAP NETTING

LUDLOW MANUFACTURING & SALES CO.,
NATIONAL NET & TWINE DIVISION
211 CONGRESS ST., BOSTON, MASS.

New Radio Compass

A NEW radio compass which gives coast-wise vessels a precision navigating instrument at exceptionally low cost has been announced by the Western Electric Company. It is designed to operate in conjunction with marine radio telephones of the same make, including the "midget" 227B announced recently.

To take bearings with the new instrument, the skipper merely turns on his radio telephone receiving set, switches to the compass and rotates a shielded loop until the signal to which the set is tuned fades away. An indexed dial attached to the loop then indicates the bearing of the station with respect to the ship's heading.

The 50A radio compass unit, as the instrument is coded, covers frequencies between 230 and 350 kc., which include all of the marine radio beacons maintained by the U. S. Lighthouse Service at strategic points on the Atlantic, Pacific, and Gulf coasts as well as on the Great Lakes. Numerous aircraft beacon stations which are operated by the Civil Aeronautics Authority may also be received by the compass. These latter stations are particularly valuable to mariners because of their frequent weather broadcasts.

The instrument consists essentially of a specially shielded loop antenna, mounted on a tuned radio frequency amplifier, and a frequency converter. It derives all power from the radio telephone equipment with which it is used. It measures 10 in. wide, 7½ in. deep, 22¼ in. high, including the loop, and weighs approximately 17 lbs.

MARINE BARGAINS

Now Offering: 40 ft. Friendship sloop, flush deck, \$700; also 34 ft. cockpit type, \$600, together with Freight, Fish and Tugboats—all sizes. Marine Engines: Gas—35 hp. Kermath, \$225; 40 hp. Lathrop, \$300; 65 hp. Lathrop, \$400; 100 hp. Lathrop, \$600; 85 hp. Red Wing, \$225. Oil Engines: 275 hp. Winton, air inj., \$2,800; 125 hp. Winton, solid inj. with generator plant, \$1,250; 45 hp. C.O., \$550; 450 hp. Winton, air inj., \$4,500; 100 hp. Mianus, \$1,200; and many others. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

Two boats: one, 48' 9" x 12' x 4', good as new, of heavy construction, with ¼" hull thickness. Can be had with gas or Diesel power. Other boat, 34' x 9' x 4', new with engine. Drawings of both boats on application. Can be seen at yard of Pan-American Boat Co., Inc., 37 Water St., West Haven, Conn.

Atlas Engine

One 80 hp. Atlas Imperial engine. In good condition. Price \$2,500.00. Hathaway Machinery Co., Fairhaven, Mass.

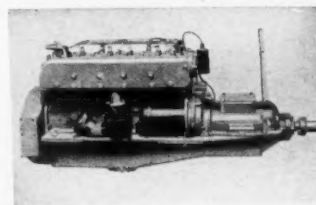
Suits of Sails

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.



**2 to
150 H. P.**

The Palmer Line includes a full range of engines from 2 to 150 horse-power. All are sturdy, dependable, accessible and economical. Send for catalog.



PALMER-HERCULES
6 Cyl., 60 h.p. at 2200 r.p.m.
All are sturdy, dependable, accessible and economical. Send for catalog.

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COS COB, CONNECTICUT
Export Office: 44 WHITEHALL ST., N. Y.
Sales Office: 102 E. 25th St., New York

**PALMER
ENGINES**

SUPERIOR
MADE BY
FROST
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**FROST BRAND
"SUPERIOR"
OIL CLOTHING**

A first quality garment made to meet the requirements and approval of the fishermen.

Manufactured by

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Factory and Office, 5-7-9-11 Wharf St.
GLOUCESTER - MASS.

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MANILA
ROPE**

YOUR GUARANTEE of quality in all standard types and sizes of Fishing Rope Gear, waterproofed, lubricated, treated and specially laid for each particular use, is Wall's century-long service to Fishermen.

Stocks in all Fishing Centers
WALL ROPE WORKS, Inc.
48 South Street, New York, N. Y.
Factory; Beverly, N. J.

FOR THE MARINE INDUSTRY

JOHN G. ALDEN
NAVAL ARCHITECT MARINE ENGINEER
Specializing in Diesel vessel design
131 STATE STREET BOSTON, MASS.

When You Ship FISH, LOBSTERS
 or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
 On the Boston Market over 30 Years
 17 Administration Building Fish Pier, Boston, Mass.

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Gold Medal Cotton Nets and Twines
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Sales Offices:

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Hathaway Machinery Co.

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 Flax Packed
STERN BEARINGS

Fairhaven, Mass.



12-20 H.P. COVIC DIESEL

NORTHILL

makes them both



NORTHILL Safety ANCHORS

NORTHILL COMPANY, INC., LOS ANGELES

Where to Ship

These companies are in the market for fish and shellfish.

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 Chesebro Bros. & Robbins, 4 Fulton Market.
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 Eastern Commission Co., 19 Fulton Market.
 Lester & Toner, Inc., Fulton Fish Market.
 South Fish Co., 31 Fulton Fish Market.
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PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

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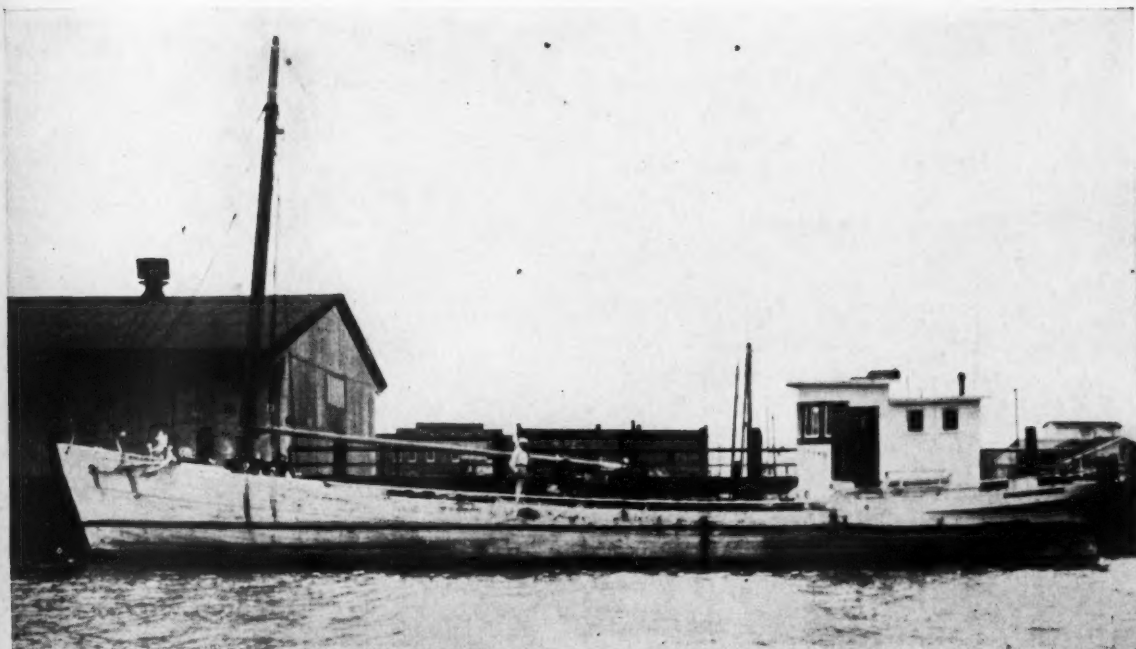
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And Now... MOLLY!



MOLLY V. LEONARD

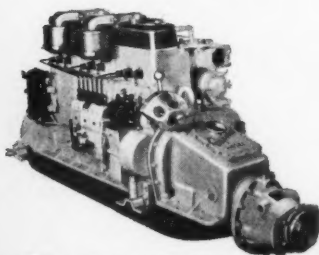
Length 83' O.A.; Beam 22' 10"; Draft 6'.

OWNER

John W. Jones, Cambridge, Md.

POWER

SUPERIOR DIESEL—MODEL MRA-6
100 hp at 1600 rpm with 3:1 reduction
gear. Installed by Nat Gates,
Crisfield, Md.



The popular Model MRA-6 Superior Diesel.
Six cylinders, 4½" bore, 5¾" stroke,
100 H. P. at 1600 R. P. M.

Born in Cambridge, Md., in 1904, MOLLY could justly be termed one of the Bay's old maids but—(and here's the truth about Molly!)—she is younger and more active today than she was ten, yes twenty years ago.

Things got tough for MOLLY during the depression and what followed. Freight contracts were hard to find, and when found, wouldn't pay out against high wages, high gasoline costs and high insurance rates.

For a girl who likes to go places and make money, MOLLY found loafing around the docks pretty boring, so she decided to do what many of her friends had already done—she went out and bought a SUPERIOR DIESEL!

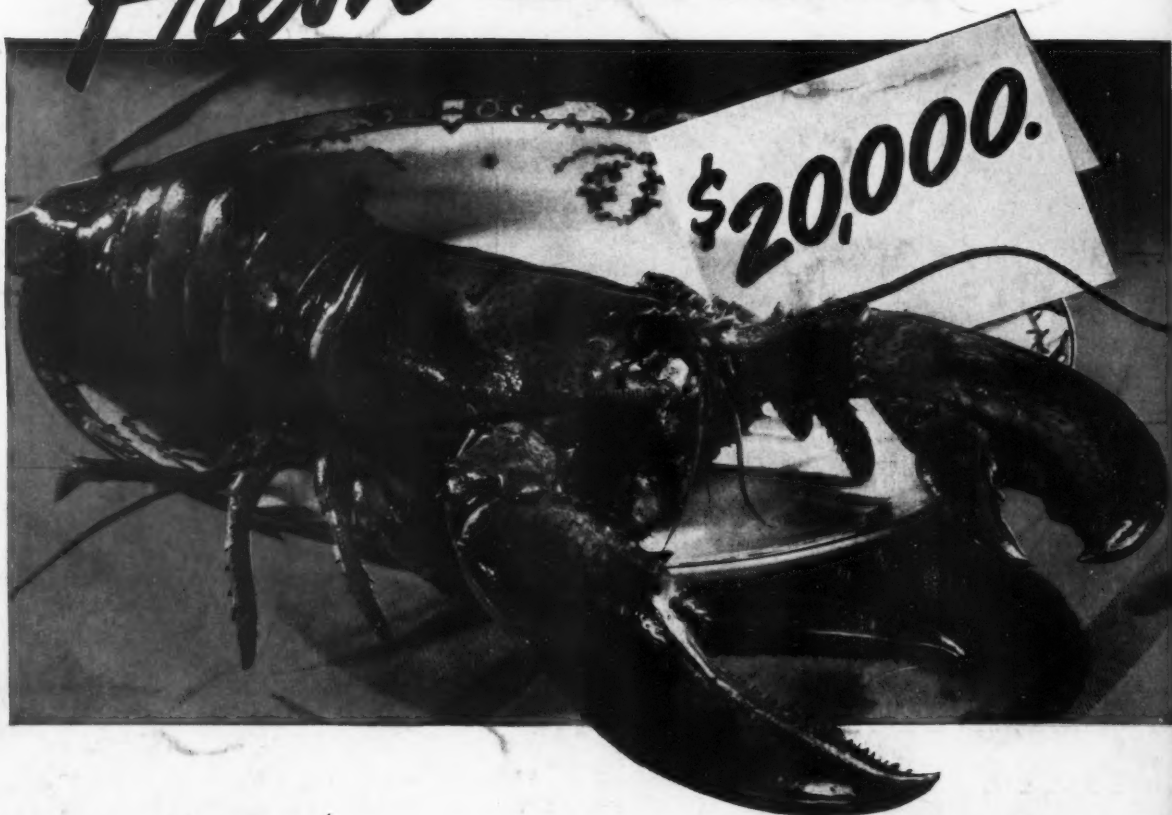
Is she happy now? Ask MOLLY!

It doesn't hurt to pay fuel bills any more, there's no anxiety about safety, her pace is faster and she's a glutton for freight because even a "close" contract now pays.

THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas

Fresh LOBSTER—



IT RUNS INTO BIG MONEY if the Maritime Packers Limited fail to get their lobsters from Nova Scotia and Newfoudnland to Boston Market alive—and *fresh!* In fact, the combined value of the cargoes of the two ships—the *Amacitia* and the *Corticelli*—runs over \$20,000.

It's plain to see then that a breakdown would cost the Maritime Packers Limited plenty. The powerful twin 275 H.P. Diesels in the *Amacitia* and the 270 H.P. engines in the *Corticelli* help to maintain prompt and dependable service. But there is another factor involved in maintaining smooth and profitable operation for 20,000 to 30,000 miles every year. That factor is lubrication.

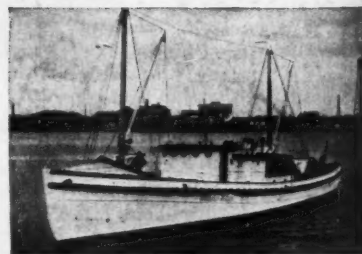
Maritime Packers Limited chose

Shell Marine Argus Oil—a product specially designed to meet the rigid demands of high-powered marine-Diesel operation. And results have proved they made a wise choice!

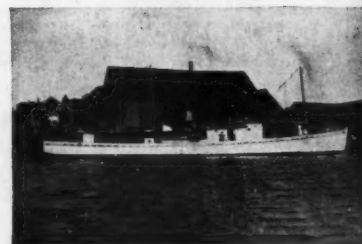
After long and continued service, low oil consumption plus top all-around performance has convinced the Maritime Packers Limited that in the field of marine lubrication Shell Marine Argus Oils lead the way.

. . .

Perhaps your Diesels' performance can be improved, oil consumption lowered and repair costs reduced. There's a trained Shell representative ready to discuss this with you at any time. You'll find him as close as your telephone. Call him today.



AMACITIA



CORTICELLI



SHELL MARINE LUBRICANTS

Printed in U. S. A.
Lew A. Cummings Co.
Manchester, N. H.



S